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# Central North Corridor

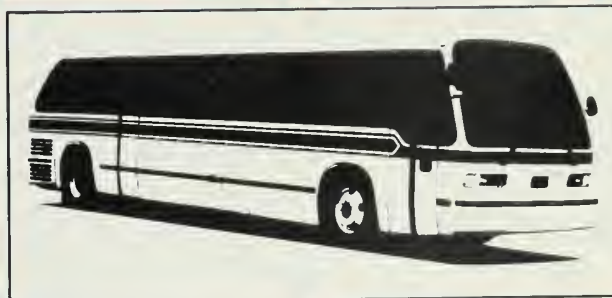
## Bus Service Study



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University of Massachusetts  
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Supplement 2



Produced for the  
Massachusetts Bay  
Transportation  
Authority by the  
Central Transportation  
Planning Staff

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# Central North Corridor

## Bus Service Study Supplement 2

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### **Central Transportation Planning Staff**

An interagency transportation-planning staff created and directed by the Metropolitan Planning Organization, which comprises:

Executive Office of Transportation and Construction  
Massachusetts Bay Transportation Authority  
Massachusetts Department of Public Works  
MBTA Advisory Board  
Massachusetts Port Authority  
Metropolitan Area Planning Council

July 1988

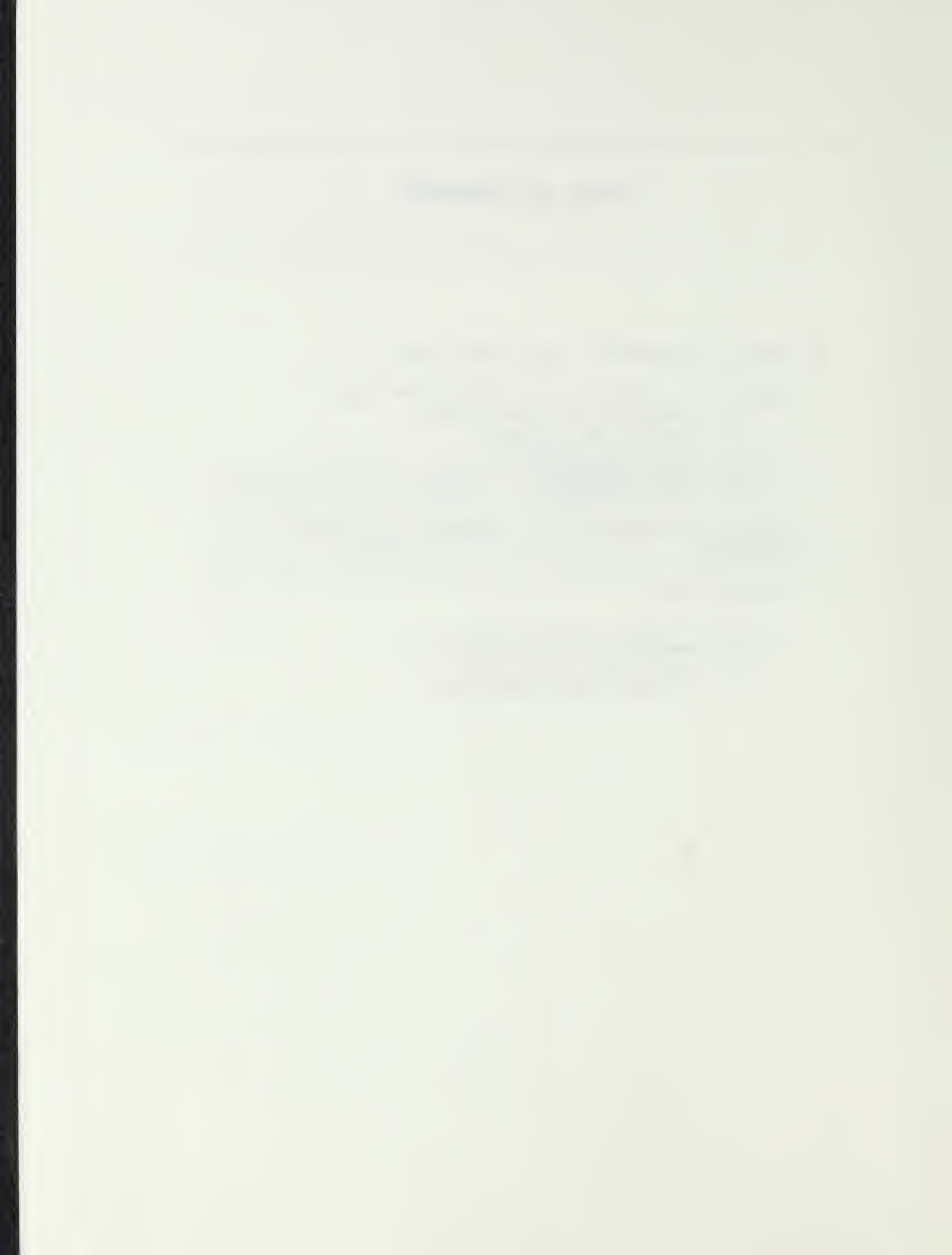
In this document, which supplements the CTPS report, Central North Corridor: Bus Service Study (July 1988), the most important of the computer printouts and miscellaneous documents produced during the study are compiled (as Appendices K through O). In Supplement 1, the ten technical memoranda written over the course of the study are collected (as Appendices A through J).

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APPENDIX K  
ROUTE INFORMATION: BUS STOP LISTS

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Route Name Dudley Station to Harvard Square

Date                       
Begin End

Weather                      Checker                       
Seating Capacity                      Scheduled Time                      Actual Time                       
Day                      Route No.                      Dir.                      Leave Terminal                      Leave Terminal                       
Sunday=1)                      1.0 0                                           15  
1 2 6 7 11 -1                      am  
-2                      pm

Cash                       
Tokens                       
Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Dudley T Station	64	.			01	
Washington St opp Ruggles St (Under elevated trains)	1	.			02	
Washington St @ Williams St (Small cemetery)	2	.			03	
Washington St just past Melnea Cass Blvd	3	.			04	
Washington St @ E. Lenox St (Brown Sales Co.)	4	.			05	
Berth 1 Route 1,47 (Northampton St T Sta)	8700	.			06	
#575 Mass Ave @ Shawmut Ave	86	.			07	
#504 Mass Ave @ Tremont Street	87	.			08	
Mass Ave @ Columbus Ave (Back Bay Fish; Liquor Store)	88	.			09	
Mass Ave @ St Botolph St (White apt bldg; shelter)	89	.			10	
Mass Ave @ Huntington Ave (Green Line Sta)	90	.			11	
Mass Ave @ Clearway St (Just past church)	91	.			12	
Mass Ave @ Belvedere St (Berklee Perf Ctr)	92	.			13	
Mass Ave @ Newbury St (T Station)	93	.			14	
Mass Ave @ Commonwealth Ave	94	.			15	
Mass Ave @ Beacon Street (No sign)	95	.			16	
Kenmore Square @ T entrance	8992	.			17	
Commonwealth Ave @ Sherborn St (Past Texaco)	951	.			18	
Commonwealth Ave @ Granby St (Opp Warren Towers)	952	.			19	
Commonwealth Ave opp St Mary's (BU gate)	953	.			20	
Commonwealth Ave near Univ Rd (Bef BU brdg)	954	.			21	
Mass Ave @ Memorial Drive	96	.			22	
Mass Ave @ MIT	97	.			23	
Mass Ave @ Vassar St	98	.			24	
Mass Ave @ Albany St (Opp Tech Hl Fi)	99	.			25	
Mass Ave @ Front St (Bicycle Shop)	100	.			26	

Route No. 1.0Page 2

STOP NAME	18 NO.	21 TIME	25 ONS	28 OFFS	31	
Mass Ave @ Main St (Shell Station)	101	.			27	
Mass Ave @ Douglas St (Churche's Fried Chicken)	1011	.			28	
Mass Ave @ Prospect St (Central Sq)	102	.			29	
Mass Ave @ Temple St (No sign)	103	.			30	
Mass Ave @ Bigelow St	104	.			31	
Mass Ave @ Clinton St	105	.			32	
Mass Ave @ Hancock St	106	.			33	
Mass Ave @ Dana St	107	.			34	
Mass Ave @ Trowbridge St (Sullivan Sq)	108	.			35	
Mass Ave @ Quincy St (Quincy Sq)	109	.			36	
Mass Ave opp Holyoke St	110	.			37	
		.			38	
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		.			43	
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		.			46	
		.			47	
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		.			52	

Route Name Harvard Square to Dudley Station

Date                       
Begin            End           

Weather                      Checker                     

Cash                     

Seating Capacity                      Scheduled Time                      Actual Time                     



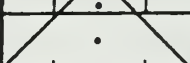

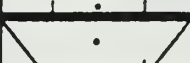




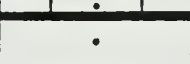
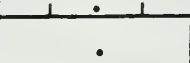
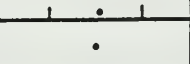
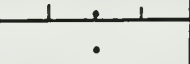

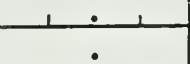

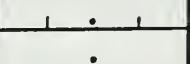
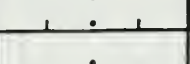
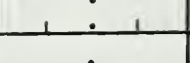
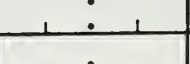
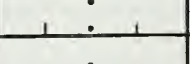
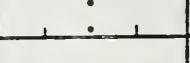
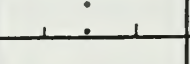

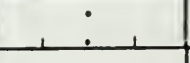
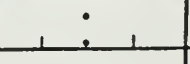
Tokens                     

Day            Route No.            Dir.            Leave Terminal            Leave Terminal            15            am  
Sunday=1)            1.0            1            7            11            2            pm  
1 2 6 7 11

Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Mass Ave, opp Holyoke St	110	.			01	
Mass Ave, opp Church St (Red Line Sta, Harvard Gate)	2168	:			02	
Quincy St @ Brdwy (Opp Fogg Art Museum)	2166	.			03	
Quincy St (Midblock, no sign)	21661	.			04	
Quincy St @ Harvard St (Quincy Sq)	2167	.			05	
Mt Auburn @ Dewolfe	66	.			06	
Mass Ave @ Putnam	67	.			07	
Mass Ave opp Dana Street	68	.			08	
#922 Mass Ave @ Hancock St	69	.			09	
Mass Ave @ Sellers St	70	.			10	
Mass Ave opp Inman St (Post office)	71	.			11	
Front Berth route 1,47 (Central Square)	72	.			12	
Mass Ave @ Sidney St (Budget Rent-a-car)	73	.			13	
Mass Ave opp Smart St (Tech Hi Fi, No sign)	74	.			14	
Mass Ave Opp M.I.T.	75	.			15	
Mass Ave @ Memorial Drive	76	.			16	
Commonwealth Ave after BU bridge (AMC/ Renault Dealer)	937	.			17	
Commonwealth Ave @ St Mary's (Opp BU gate)	938	.			18	
Commonwealth Ave opp Granby St, Burger King	939	.			19	
510-514 Commonwealth Ave @ Blandford St	941	.			20	
Kenmore Square (T entrance)	8991	.			21	
Commonwealth Ave @ Mass Ave (no sign)	78	.			22	
Mass Ave @ Turnpike Ramp (Shelter)	79	.			23	
Mass Ave @ 183 (Bill's Bar & Lounge)	80	.			24	
Mass Ave @ Westland Ave (Nr. Shawmut Bank)	81	.			25	
Mass Ave @ Huntington Ave (Green Line Sta)	82	.			26	

Route No. 1.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Mass Ave @ Columbus Ave	83				27	
Mass Ave @ Tremont St (No sign)	84				28	
Mass Ave @ Shawmut Ave	85				29	
Berths 1,2,3 Routes 1,8,10 (Northampton St T station)	5				30	
Washington St @ Lenox St (Cooper Community Center)	60				31	
Washington St @ Madison St (Street not shown; no sign)	61				32	
Washington St @ Williams (Under elevated trains)	62				33	
Washington St @ Ruggles (Under elevated trains)	63				34	
Dudley Transfer Station	64				35	
					36	
					37	
					38	
					39	
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					50	
					51	
					52	

Route Name Boston City Hospital to Central Square via Dudley

Date                      Begin                      End                     

Weather                      Checker                     

Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Tokens                     

Pennies                     

Day                      Route No. 47.0 Dir. 0 Leave Terminal                      Leave Terminal                      15                      am                      pm                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Harrison Ave. @ Worcester Sq. (Opp. Hosp.)	1790	.			01	
Harrison Ave. @ E. Lenox St. (Bef. Stride Rite Parking)	1791	.			02	
Harrison Ave. @ Thorndike (Opp. Stride Rite)	1792	.			03	
Washington St. (Just after turn onto Wash'n, under elevated trains)	62	.			04	
Washington St. @ Ruggles	63	.			05	
Dudley Transfer Station	64	.			06	
Washington St. Opp. Ruggles St. (under elevated trains)	1	.			07	
Washington St. Opp. Williams St. (Small cemetery on right)	2	.			08	
Melnea Cass Blvd., just after left turn off Washington St.	21	.			09	
Melnea Cass Blvd. @ Kerr Way	22	.			10	
Tremont @ Ruggles	23	.			11	
Ruggles St. @ Forsyth (No sign)	1797	.			12	
Ruggles St. @ Parker St. (Sign on opp. side only)	1798	.			13	
Ruggles St. @ Huntington Ave. (Bef. Inters.)	1799	.			14	
Huntington Ave. @ Evans Way	1800	.			15	
Huntington Ave. @ Longwood Ave. (Bef. int.)	1801	.			16	
Longwood Ave. @ Ave. L. Pasteur	1802	.			17	
Longwood Ave. @ Blackfan St.	1803	.			18	
Brookline Ave. @ Longwood Ave.	1804	.			19	
Brookline Ave. @ B. I. Hospital	1805	.			20	
Brookline Ave. @ Fenway (Bef. intersec.)	1806	.			21	
Brookline Ave. @ Sears Driveway (North)	9441	.			22	
Park Drive @ Fenway Sta. Stairs	1807	.			23	
Park Drive @ Beacon St. (After inters.)	1808	.			24	
Park Drive @ Mountfort	1809	.			25	
Commonwealth Ave. @ Univ. Rd. (Bef. B. U. Bridge)	1810	.			26	

Route No. 47.0

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
350 Brookline St. Opp. Granite St. (After Rotary; white stripes on ground)	1811	<div></div>			27	
Brookline St. @ Putnam (Blue Market)	1812				28	
Brookline St. @ Erie Opp. #193	1813				29	
Brookline St. @ Tudor Street #120	1814				30	
Brookline St. @ Auburn	1815				31	
Brookline St. @ Green	1816				32	
Green @ Pearl	2755				33	
Green St. @ Magazine Street	1060				34	
					35	
					36	
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					50	
					51	
					52	

Route Name Central Square to Boston City Hospital via Dudley

Date                       
Begin End

Weather                      Checker                       
Seating Capacity                      Scheduled Time Actual Time

Cash                     

Day                      Route No.                      Dir.                      Leave Terminal                      Leave Terminal                      15  
1 47.0 1 11 -1 ☐ am  
2 6 7 -2 ☐ pm

Tokens                     

Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Green St. @ Magazine St.	1060	.			01	
Front Berth Route 1,47 (Central Square)	72	.			02	
Pearl St. @ Franklin St. (After Green St.)	1817	.			03	
Pearl St. @ Cottage St.	1764	.			04	
Pearl St. @ Lawrence	1765	.			05	
Pearl St. @ Erie	1766	.			06	
Pearl St. @ Allston (After Intersection)	1767	.			07	
Putnam St. @ Magazine	1768	.			08	
Magazine St. @ Chestnut (No Sign)	1769	.			09	
Magazine St. @ Granite (Medi-Mart Parking Lot)	1770	.			10	
Granite St. @ Pearl (Near a school)	1771	.			11	
Granite St. @ Brookline (Ballfield, Shelter)	1772	.			12	
Mountfort St. @ Lenox St. (After crossing Comm. Ave.)	1773	.			13	
Park Drive @ #514 (Christy's Market, no sign)	1774	.			14	
Park Drive @ Beacon St.	1775	.			15	
Park Drive @ Fenway Station	9434	.			16	
Brookline Ave. @ Pilgrim Rd.	1777	.			17	
Brookline Ave. @ Short St. (Shelter)	1778	.			18	
Longwood Ave. (Just after turn from Brookline Ave., Sterlings Shop)	1779	.			19	
Longwood Ave. @ Blackfan (Children's Hospital)	1780	.			20	
200 Longwood Ave. (Harvard Medical School)	1781	.			21	
Huntington Ave. @ Ward St. (Green Line Station on left)	1782	.			22	
Huntington Ave. @ Vancouver	1783	.			23	
Huntington Ave. @ Ruggles (Before intersection)	1784	.			24	
Ruggles St. @ Huntington (After intersection)	17841	.			25	
Ruggles St. @ Annunciation Rd. (Near Church)	1785	.			26	

Route No. 47.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Ruggles St. opp. Forsyth St. (Construction on left, no sign)	1786	.			27	
Ruggles @ Tremont (Before Intersection, no sign)	1592	.			28	
Tremont @ Ruggles (After Intersection)	15921	.			29	
Ruggles St. @ Shawmut Ave.	1593	.			30	
Dudley Transfer Station	64	.			31	
Washington St. Opp. Ruggles St. (Under elevated trains)	1	.			32	
Washington St. Opp. Williams (Small cemetery on right)	2	.			33	
Washington St. Just after Melnea Cass Blvd	3	.			34	
Washington St. @ E. Lenox St. (Brown Sales Co.)	4	.			35	
Berth 1 Route 1,47 (@ Northampton St.; T Station)	8700	.			36	
Washington St. @ Worcester Sq (Hite Radio, TV)	1787	.			37	
Washington St. @ E. Newton St.	1788	.			38	
E. Brookline St. @ Franklin Sq. (No sign, black iron fence)	1789	.			39	
Harrison Ave. @ Newton St. (Opp. hospital)	17891	.			40	
Harrison Ave. @ Worcester Sq. (Opp. hospital, EOL)	1790	.			41	
		.			42	
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		.			51	
		.			52	

Route Name BOSTON CITY HOSPITAL TO BROOKLINE AVE & PARK DRIVE  
VIA DUDLEY

Date \_\_\_\_\_

Weather \_\_\_\_\_  
 Seating Capacity \_\_\_\_\_

Begin End

Checker \_\_\_\_\_

Cash \_\_\_\_\_

Scheduled Time \_\_\_\_\_

Actual Time \_\_\_\_\_

Tokens \_\_\_\_\_

Day

Route No.

Dir.

Leave Terminal

Leave Terminal

15  
-1 ☐ am  
-2 ☐ pm

Pennies \_\_\_\_\_

day=1)

☐  
1

47.4  
2

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6

☐  
7

☐  
11

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Harrison Ave. @ Worcester Sq. (Opp. Hosp.)	1790	.			01	
Harrison Ave. @ E. Lenox St. (Bef. Stride Rite Parking)	1791	.			02	
Harrison Ave. @ Thorndike (Opp. Stride Rite)	1792	.			03	
Washington St. (Just after turn onto Wash'n, under elevated trains)	62	.			04	
Washington St. @ Ruggles	63	.			05	
Dudley Transfer Station	64	.			06	
Wash St Opp Ruggles St (Under elevated trains)	1	.			07	
Wash St Opp Williams St (Small cemetery on right)	2	.			08	
Melnea Cass Blvd (Just after left turn off Wash st)	21	.			09	
Melnea Cass Blvd @ Kerr Way	22	.			10	
Tremont @ Ruggles	23	.			11	
Ruggles St. @ Forsyth (No sign)	1797	.			12	
Ruggles St. @ Parker St. (Sign on opp. side only)	1798	.			13	
Ruggles St. @ Huntington Ave. (Bef. Inters.)	1799	.			14	
Huntington Ave. @ Evans Way	1800	.			15	
Huntington Ave. @ Longwood Ave. (Bef. int.)	1801	.			16	
Longwood Ave. @ Ave. L. Pasteur	1802	.			17	
Longwood Ave. @ Blackfan St.	1803	.			18	
Brookline Ave. @ Longwood Ave.	1804	.			19	
Brookline Ave. @ B. I. Hospital	1805	.			20	
Brookline Ave. @ Fenway (Bef. intersec.)	1806	.			21	
Brookline Ave. @ Sears Driveway (South)	94411	.			22	
		.			23	
		.			24	
		.			25	
		.			26	

Route Name BROOKLINE AVE & PARK DRIVE TO BOSTON CITY HOSPITAL  
VIA DUDLEY

Date                       
 Begin                      End                     

Weather                      Checker                       
 Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Day                      Route No.                      Dir.                      Leave Terminal                      Leave Terminal                      15                      am                       
 Sunday=1)                      47.4                      1                      7                      11                      -2                      pm                     

Tokens                     

Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Brookline Ave. @ Pilgrim Rd.	1777	.			01	
Brookline Ave. @ Short St. (Shelter)	1778	.			02	
Longwood Ave. (Just after turn from Brookline Ave., Sterlings Shop)	1779	.			03	
Longwood Ave. @ Blackfan (Children's Hospital)	1780	.			04	
#200 Longwood Ave. (Harvard Medical Sch)	1781	.			05	
Huntington Ave. @ Ward St. (Green Line Station on left)	1782	.			06	
Huntington Ave. @ Vancouver	1783	.			07	
Huntington Ave. @ Ruggles (Before intersection)	1784	.			08	
Ruggles St. @ Huntington (After intersection)	17841	.			09	
Ruggles St. @ Annunciation Rd. (Near Church)	1785	.			10	
Ruggles St. opp. Forsyth St. (Construction on left, no sign)	1786	.			11	
Ruggles @ Tremont (Before intersection, no sign)	1592	.			12	
Tremont @ Ruggles (After Intersection)	15921	.			13	
Ruggles St @ Shawmut Ave	1593	.			14	
Dudley Transfer Station	64	.			15	
Washington St. Opp. Ruggles St. (Under elevated trains)	1	.			16	
Washington St. Opp. Williams (Small cemetery on right)	2	.			17	
Washington St. Just after Melnea Cass Blvd	3	.			18	
Washington St. @ E. Lenox St. (Brown Sales Co.)	4	.			19	
Berth 1 Route 1,47 (@ Northampton St.; T Station)	8700	.			20	
Washington St. @ Worcester Sq (Hite Radio, TV)	1787	.			21	
Washington St. @ E. Newton St.	1788	.			22	
E. Brookline St. @ Franklin Square (No sign, black iron fence)	1789	.			23	
Harrison Ave @ Newton Ave. (Opp hospital)	17891	.			24	
Harrison Ave. @ Worcester Sq., EOL	1790	.			25	
		.			26	

Route Name KENMORE SQUARE TO WATERTOWN SQUARE

Date                     

Begin            End           

Weather                      Checker                     

Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Day            Route No.            Dir.            Leave Terminal            Leave Terminal            15            am            Tokens             
 nday=1)            57.0            0            7            11            -2            pm Pennies           

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Kenmore Sq. Busway	899	.			01	
Comm. Ave. @ Sherborn St. (Past Texaco)	951	.			02	
Comm. Ave. @ Granby (Opp. Warren Towers)	952	.			03	
Comm. Ave. opp. St. Marys (B.U. Gate)	953	.			04	
Comm. Ave. near University Rd. (Before B.U. Bridge)	954	.			05	
Comm. Ave. opp. Amory St. (Opp. Tech HiFi)	955	.			06	
Comm. Ave. @ Buick St. (Opp. St. Paul St.)	956	.			07	
Comm. Ave. @ Gaffney (Before McDonalds)	957	.			08	
Comm. Ave. @ Babcock (ABC Furniture)	958	.			09	
Comm. Ave. @ #1075 (Subaru dealer)	959	.			10	
Brighton Ave. @ 19-21 (Mercedes-Benz)	960	.			11	
Brighton Ave. @ Chester St. (Opp. Int'l Bicycle)	961	.			12	
Brighton Ave. @ Linden (Budget Car Rental)	962	.			13	
Brighton Ave. @ Harvard (No sign; Orange band)	963	.			14	
Brighton Ave. opp. Quint Ave. (no sign; Osco)	964	.			15	
Brighton Ave. @ Craftsman St. (Fire stn)	965	.			16	
Cambridge St. @ North Beacon (Store 24)	966	.			17	
571 Cambridge St. @ Gordon (Lehman Funeral Home)	967	.			18	
Cambridge St. opp. Eleanor (M.S.J. Academy)	968	.			19	
Cambridge St. @ Dustin (Medical Arts Building)	969	.			20	
Cambridge St. @ Sparhawk (Opp. Warren St.)	970	.			21	
Cambridge St. @ Elko (opp. St. Elizabeth Hosp.)	971	.			22	
Washington St. @ Waldo Terrace (Pizza Place)	972	.			23	
Washington St @ Market St (No sign; <u>before</u> intersection)	9721	.			24	
393 Washington St. @ Leicester St. (Kelly's)	973	.			25	
Washington St. @ Foster (Exxon)	974	.			26	

Route No. 57.0

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	31	
493 Washington St. @ Brock St. (opp. CITGO)	975	<div></div>	<div></div>	<div></div>	27	
529 Washington St. @ Fairbanks (Amazing Chinese Food)	976	<div></div>	<div></div>	<div></div>	28	
Washington St. @ Mountfern Ave.	977	<div></div>	<div></div>	<div></div>	29	
Washington St. @ Oak Sq. Loop (Mobil)	978	<div></div>	<div></div>	<div></div>	30	
Tremont St. @ Washington St. (School)	979	<div></div>	<div></div>	<div></div>	31	
Tremont St. @ Tip Top St.	980	<div></div>	<div></div>	<div></div>	32	
Tremont St. opp. 86 (Big cement blocks on right)	981	<div></div>	<div></div>	<div></div>	33	
Tremont St. opp. Cufflin (Opp. dry cleaners)	982	<div></div>	<div></div>	<div></div>	34	
143 Tremont St. @ Marlboro	983	<div></div>	<div></div>	<div></div>	35	
Tremont St. @ Playstead Rd.	984	<div></div>	<div></div>	<div></div>	36	
Tremont St. @ Waverly Ave. (Traffic signals)	985	<div></div>	<div></div>	<div></div>	37	
Tremont St. @ 327 (Opp. church)	986	<div></div>	<div></div>	<div></div>	38	
Park St. @ 40	987	<div></div>	<div></div>	<div></div>	39	
Centre St. @ Jefferson St. (Barsam Rugs)	988	<div></div>	<div></div>	<div></div>	40	
152 Galen St. @ Maple St. (No sign)	989	<div></div>	<div></div>	<div></div>	41	
98 Galen St. opp. Eliot St.	990	<div></div>	<div></div>	<div></div>	42	
Watertown Yard - EOL.	900	<div></div>	<div></div>	<div></div>	43	
		<div></div>	<div></div>	<div></div>	44	
		<div></div>	<div></div>	<div></div>	45	
		<div></div>	<div></div>	<div></div>	46	
		<div></div>	<div></div>	<div></div>	47	
		<div></div>	<div></div>	<div></div>	48	
		<div></div>	<div></div>	<div></div>	49	
		<div></div>	<div></div>	<div></div>	50	
		<div></div>	<div></div>	<div></div>	51	
		<div></div>	<div></div>	<div></div>	52	

Route Name WATERTOWN SQUARE TO KENMORE SQUARE

Date \_\_\_\_\_  
Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
15  
-1 ☐ am  
-2 ☐ pm  
11

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Monday=1) ☐

57.0  
2

1  
6

7

11

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Watertown Yard - EOL.	900	.			01	
99 Galen St. @ Elliot St.	901	.			02	
145 Galen @ Boyd St. (opp. cleaners)	902	.			03	
Centre St. @ 301 (opp. hotel, Pike on-ramp)	903	.			04	
Centre St., after Pike off-ramp (Shelter)	9031	.			05	
41 Park St. @ Elmwood	904	.			06	
Tremont St. @ 324	905	.			07	
Tremont St. @ Waverly	906	.			08	
212 Tremont @ Pembroke	907	.			09	
Tremont @ Marlboro	908	.			10	
142 Tremont St. @ Cufflin (Dry cleaners)	909	.			11	
82-86 Tremont St. @ Tremont Place	910	.			12	
46 Tremont St. @ Tip Top St.	911	.			13	
Tremont St. @ Elementary School	912	.			14	
596-600 Washington @ Breck St. (opp. Mobil)	913	.			15	
Washington St. opp. Mountfern	914	.			16	
530 Washington St. @ Langley Rd. (opp. cleaners)	915	.			17	
484 Washington St. @ Lake St. (before Citgo Station)	916	.			18	
438 Washington St. @ Foster (opp. Exxon)	917	.			19	
Washington St. @ Baldwin Pl. to Argus Pl. (opp. Brighams)	918	.			20	
Washington St. opp. Waldo Terrace	919	.			21	
Cambridge St. @ Washington St. (Shelter)	920	.			22	
Cambridge St. @ Warren (Shelter, stone)	921	.			23	
Cambridge St. opp. Dustin (Red brick school)	922	.			24	
642 Cambridge St. @ Eleanor (opp. Academy)	923	.			25	
562 Cambridge St. @ Gordon (before funeral home)	924	.			26	

Route No. 57.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
506 Cambridge St. @ Barrows St. (opp. Store 24)	925				27	
Brighton Ave @ Islington St (Shelter, sch.)	926	.			28	
Brighton Ave. @ Allston St. (Burger King)	927	.			29	
Brighton Ave. @ Harvard Ave. (Blanchards Liquors)	928	.			30	
112 Brighton Ave. @ Linden St. (N.E. Speed Equipment)	929	.			31	
60 Brighton Ave. @ Chester	930	.			32	
Brighton Ave. @ Comm. Ave.	931	.			33	
Commonwealth Ave. @ Naples Rd.	932	.			34	
Commonwealth Ave. @ Babcock St. (After intersection)	933	.			35	
Commonwealth Ave. @ Pleasant St. (General Tire)	934	.			36	
Commonwealth Ave. @ St. Paul	935	.			37	
Commonwealth Ave. @ Amory (Amoco Stn.)	936	.			38	
Commonwealth Ave. near Carlton (AMC/Renault)	937	.			39	
Commonwealth Ave. @ St. Marys (opp. B.J.L. Gate)	938	.			40	
Commonwealth Ave. opp. Granby, Burger King	939	.			41	
510-514 Commonwealth Ave. @ Blandford	941	.			42	
Kenmore Busway - EOL.	899	.			43	
		.			44	
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		.			48	
		.			49	
		.			50	
		.			51	
		.			52	

Route Name KENMORE SQUARE TO CHESTNUT HILL

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Cash \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Tokens \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15  
 -1 ☐ am  
 -2 ☐ pm

Pennies \_\_\_\_\_

Monday=1)

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Kenmore Busway - EOL	899	.			01	
Brookline Ave opp Newbury St (Sign on opp side only)	8993	.			02	
Brookline Ave opp Landsdowne St (Red Sox Parking)	1518	.			03	
Brookline Ave @ Fullerton HCHP	1519	.			04	
Brookline Ave @ Park Drive (Sears Parking Lot)	1520	.			05	
Brookline Ave @ Pilgrim Rd (Simmons College)	1777	.			06	
Brookline Ave @ Short St (opp Beth Isreal Hospital)	1778	.			07	
Brookline Ave @ Longwood Ave (opp State Street Bank)	1521	.			08	
Brookline Ave @ Deaconess Rd (Deaconess Hospital)	1522	.			09	
Brookline Ave @ Francis St (Past Getty Sta)	1523	.			10	
Brookline Ave @ Aspinwall Ave (Brick Apt Bldg)	1524	.			11	
Pearl St @ Brookline Ave (Opp Water Dept)	1525	.			12	
Pearl St @ Washington St (Beside Hearth- stone Bldg, past Brookline Village T Sta)	1526	.			13	
Walnut St @ High St (Behind fire house)	1527	.			14	
High St opp Edgehill Rd (Mail box)	1528	.			15	
High St @ Oakland Ext. (After hill)	1529	.			16	
Cypress St opp Henry St (Ball Field)	1530	.			17	
Cypress St @ Rice (Opp Kendall Variety)	1531	.			18	
Cypress St @ Walnut	1532	.			19	
Boylston St @ Clark Rd (low brick bldg)	1533	.			20	
Boylston St @ Sumner Rd (Opp Reservoir gate house at traffic light)	1534	.			21	
Boylston St @ Chest. Hill Ave (Shelter on island)	1535	.			22	
Boylston St opp St Lawrence Ch	1536	.			23	
Boylston St opp 850 (Beyond Texaco Stn, opposite office building)	1537	.			24	
910 Boylston St @ Ch. Sci. Ch. (opp shelter)	1538	.			25	
Boylston St @ Norfolk Rd (Large brown house)	1539	.			26	

Route No. 60.0

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Boylston St @ Hammond St (Tennis Club)	1540				27	
Chestnut Hill Dr. @ Brighams	1965				28	
Chestnut Hill Dr. @ Cinema (opp Tully St)	1966				29	
Chestnut Hill Dr. @ Legal Seafoods	19661				30	
Hammond Pond Parkway at Boylston (just beyond underpass, no sign)	19662				31	
					32	
					33	
					34	
					35	
					36	
					37	
					38	
					39	
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					50	
					51	
					52	

Route  
Name CHESTNUT HILL TO KENMORE SQUARE

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day

Route No.

Dir.

Leave Terminal

Leave Terminal

15

-1 am

-2 pm

nday=1)

1

60.0

2

1

6

7

11

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
#100 Boylston @ Hammond Pond Pkwy (apt houses)	19821	.			01	
Boylston St @ Steak House	1983	.			02	
Boylston St @ Hammond St (opp Tennis Club)	1984	.			03	
Boylston St @ Randolph Road	1541	.			04	
Boylston St @ Christ. Scnc. Ch. (Shelter)	1542	.			05	
Boylston St @ 850 (Office Building)	1543	.			06	
Boylston St @ St. Lawrence Ch.	1544	.			07	
Boylston St @ Lee St (Shelter-in turnout)	1545	.			08	
Boylston St @ Warren (Shelter-east end of Reservoir)	1546	.			09	
Boylston St @ Kennard Rd (on hill)	1547	.			10	
Cypress St @ Milton Rd	1548	.			11	
Cypress St @ Walnut St	1549	.			12	
Cypress St @ Kendall Rd (Old brick garage)	1550	.			13	
Cypress St @ Franklin St (Superette)	1551	.			14	
High St @ Cypress St (Apts after left turn)	1552	.			15	
High St @ Highland Rd (just before hill)	1553	.			16	
High St @ Edgehill #112	1554	.			17	
Washington St @ Walnut St. (Under foot-bridge by fire station)	1555	.			18	
Brookline Ave @ River Rd (Opp old school-recreation center)	1556	.			19	
Brookline Ave opp Aspinwall Ave (Shelter)	1557	.			20	
Brookline Ave @ Francis St (Opp Getty Sta)	1558	.			21	
Brookline Ave @ Deaconess Rd (Shelter Dana-Farber Institute)	1559	.			22	
Brookline Ave @ State Street Bank (Shelter)	15591	.			23	
Brookline Ave @ Longwood Ave (Beyond traffic light)	1560	.			24	
Brookline Ave @ B.I. Hospital (Shelter - Hospital main entrance)	1805	.			25	
Brookline Ave @ Fenway (Before intersection)	1806	.			26	

Route No. 60.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Brookline Ave @ Boylston St (Empire Deli)	1561	.			27	
Brookline Ave @ 132 (Opp HCHP)	1562	.			28	
Brookline Ave @ Yawkey Way (Opp Red Sox Pkg)	1563	.			29	
Brookline Ave @ Newbury St (At bridge over Mass. Pike.)	1564	.			30	
Kenmore Busway	899	.			31	
		.			32	
		.			33	
		.			34	
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		.			51	
		.			52	

Route Name KENMORE SQUARE TO CYPRESS STREET

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
Day Route No. Dir. Leave Terminal Leave Terminal  
Day=1) 1 2 6 7 11  
60.1 0 6 7 11

Cash \_\_\_\_\_  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Kenmore Busway - EOL	899	.			01	
Brookline Ave opp Newbury St. (Sign on other side <u>only</u> )	8993	.			02	
Brookline Ave opp Landsdowne St (Red Sox Pkg)	1518	.			03	
Brookline Ave @ Fullerton (HCHP)	1519	.			04	
Brookline Ave @ Park Drive (Sears Parking)	1520	.			05	
Brookline Ave @ Pilgrim Rd (Simmons College)	1777	.			06	
Brookline Ave @ Short St (Opp Beth Israel Hospital)	1778	.			07	
Brookline Ave @ Longwood Ave (Opp State Street Bank)	1521	.			08	
Brookline Ave @ Deaconess Rd (Deaconess Hospital)	1522	.			09	
Brookline Ave @ Francis St (Past Getty Station)	1523	.			10	
Brookline Ave @ Aspinwall Ave (Brick Apt Bldg)	1524	.			11	
Pearl St @ Brookline Ave (Opp Water Dept)	1525	.			12	
Pearl St @ Washington St (Beside Hearth- stone bldg, past Brookline Village T Sta.)	1526	.			13	
Boylston St @ Kerrigan Place (Playground)	2010	.			14	
Boylston St @ 258 (Mister Donut)	2011	.			15	
Boylston St @ Boylston Place (Mobil Sta)	2012	.			16	
Cypress St @ Milton Rd	1548	.			17	
Cypress St @ Walnut St	1549	.			18	
Cypress St @ Kendall Rd (Old brick garage)	1550	.			19	
Cypress St @ Franklin St (Superette)	1551	.			20	
High St @ Cypress St (Apts after left turn)	1552	.			21	
High St @ Highland Rd (Bottom of hill, before right turn)	1553	.			22	
Jamaica Rd @ Highland (Opp football field)	2013	.			23	
Jamaica Rd @ Pond St (3-decker house with porches)	2014	.			24	
Chestnut St @ 194 (Brick appartments)	2015	.			25	
		.			26	

Route Name CYPRESS STREET TO KENMORE SQUARE

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
15 \_\_\_\_\_  
-1 \_\_\_\_\_ am  
-2 \_\_\_\_\_ pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Sunday=1) \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Cypress St opp Henry St (Ball field)	1530	.			01	
Cypress St @ Rice (opp Kendall Variety)	1531	.			02	
Cypress St @ Walnut	1532	.			03	
Boylston @ Cypress (Past right turn, near VW Dealer)	1588	.			04	
Boylston St opp Smythe St (U-Haul rentals)	2017	.			05	
Washington St @ Walnut St (Under foot-bridge beyond fire station)	1555	.			06	
Brookline Ave @ River Rd. (Opp old school now recreation center)	1556	.			07	
Brookline Ave opp Aspinwall Ave (Shelter)	1557	.			08	
Brookline Ave @ Francis St (Opp Getty Sta)	1558	.			09	
Brookline Ave @ Deaconess Rd (Shelter, Dana-Farber Institute)	1559	.			10	
Brookline Ave @ State Street Bank (Shelter)	15591	.			11	
Brookline Ave @ Longwood Ave (Beyond traffic light)	1560	.			12	
Brookline Ave @ B.I. Hospital (Shelter - Hospital main entrance)	1805	.			13	
Brookline Ave @ Fenway (Before intersection)	1806	.			14	
Brookline Ave @ Boylston St (Empire Deli)	1561	.			15	
Brookline Ave @ 132 (opp HCHP)	1562	.			16	
Brookline Ave @ Yawkey Way (Opp Red Sox Pkg)	1563	.			17	
Brookline Ave @ Newbury St (At bridge over Mass. Pike)	1564	.			18	
Kenmore Busway	899	.			19	
		.			20	
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		.			22	
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		.			25	
		.			26	

Route Name BROOKLINE AVE & WASHINGTON TO CHESTNUT HILL VIA CYPRESS

Date \_\_\_\_\_

Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day \_\_\_\_\_ Route No. 60.3 Dir. 0 Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15  
 -1 ☐ am  
 -2 ☐ pm  
 1 2 6 7 11

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Washington St @ Brookline Ave	20091	.			01	
Walnut St @ High St (Behind fire house)	1527	.			02	
High St opp Edgehill Rd (Mail box)	1528	.			03	
High St @ Oakland Ext. (After hill)	1529	.			04	
Cypress St opp Henry St (Ball Field)	1530	.			05	
Cypress St @ Rice (Opp Kendall Variety)	1531	.			06	
Cypress St @ Walnut	1532	.			07	
Boylston St @ Clark Rd (low brick bldg.)	1533	.			08	
Boylston St @ Sumner Rd (Opp Reservoir gate house at traffic light)	1534	.			09	
Boylston St @ Chest Hill Ave (Shelter on island)	1535	.			10	
Boylston St opp St Lawrence Ch	1536	.			11	
Boylston St opp 850 (Beyond Texaco Sta. opposite office building)	1537	.			12	
910 Boylston St @ Ch. Sci. Ch. (opp shelter)	1538	.			13	
Boylston St @ Norfolk Rd (Large brown house)	1539	.			14	
Boylston St @ Hammond St Tennis Club	1540	.			15	
Chestnut Hill Dr. @ Brighams	1965	.			16	
Chestnut Hill Dr. @ Cinema (opp Tully St)	1966	.			17	
Chestnut Hill Dr. @ Legal Seafoods	19661	.			18	
Hammond Pond Parkway at Boylston (just beyond underpass, no sign)	19662	.			19	
		.			20	
		.			21	
		.			22	
		.			23	
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		.			25	
		.			26	

Route Name CHESTNUT HILL TO BROOKLINE AVENUE & WASHINGTON VIA CYPRESS

Date \_\_\_\_\_  
Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 \_\_\_\_\_ 2 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 11 \_\_\_\_\_

Cash \_\_\_\_\_  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

Sunday=1) ☐

15 \_\_\_\_\_  
-1 ☐ am  
-2 ☐ pm

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
#100 Boylston @ Hammond Pond Pkwy (apt houses)	19821	.			01	
Boylston St @ Steak House	1983	.			02	
Boylston St @ Hammond St (opp Tennis Club)	1984	.			03	
Boylston St @ Randolph Road	1541	.			04	
Boylston St @ Christ. Scnc. Ch. (Shelter)	1542	.			05	
Boylston St @ 850 (Office Building)	1543	.			06	
Boylston St @ St. Lawrence Ch.	1544	.			07	
Boylston St @ Lee St (Shelter-in turnout)	1545	.			08	
Boylston St @ Warren (Shelter-east end of Reservoir)	1546	.			09	
Boylston St @ Kennard Rd on hill	1547	.			10	
Cypress St @ Milton Rd	1548	.			11	
Cypress St @ Walnut St	1549	.			12	
Cypress St @ Kendall Rd (Old brick garage)	1550	.			13	
Cypress St @ Franklin St (Superette)	1551	.			14	
High St @ Cypress St (Apts after left turn)	1552	.			15	
High St @ Highland Rd (just before hill)	1553	.			16	
High St @ Edgehill #112	1554	.			17	
Washington St @ Walnut St. (Under foot-bridge by fire station)	1555	.			18	
Washington St @ Brookline Ave	15551	.			19	
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		.			25	
		.			26	

Route Name KENMORE SQUARE TO CHESTNUT HILL (VIA BOYLSTON)

Date \_\_\_\_\_

Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_  
Seating Capacity \_\_\_\_\_

Checker \_\_\_\_\_  
Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
15  
-1 ☐ am  
-2 ☐ pm

day=1) ☐

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11

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Kenmore Busway - EOL	899	.			01	
Brookline Ave opp Newbury St (sign on opp. side only)	8993	.			02	
Brookline Ave opp Landsdowne St Red Sox Parking	1518	.			03	
Brookline Ave @ Fullerton (HCHP)	1519	.			04	
Brookline Ave @ Park Drive (Sears Parking Lot)	1520	.			05	
Brookline Ave @ Pilgrim Rd (Simmons College)	1777	.			06	
Brookline Ave @ Short St (opp Beth Isreal Hospital)	1778	.			07	
Brookline Ave @ Longwood Ave (opp State Street Bank)	1521	.			08	
Brookline Ave @ Deaconess Rd (Deaconess Hospital)	1522	.			09	
Brookline Ave @ Francis St (Past Getty Station)	1523	.			10	
Brookline Ave @ Aspinwall Ave (Brick Apt Bldg)	1524	.			11	
Pearl St @ Brookline Ave (Opp Water Dept)	1525	.			12	
Pearl St @ Washington St (Beside Hearstone Bldg, past Brookline Village T Sta)	1526	.			13	
Boylston St @ Kerrigan Place (Playground)	2010	.			14	
Boylston St @ 258 (Mister Donut)	2011	.			15	
Boylston St @ Boylston Place (Mobil Sta)	2012	.			16	
Boylston St @ Clark Rd (low brick bldg)	1533	.			17	
Boylston St @ Sumner Rd (Opp Reservoir gate house at traffic light)	1534	.			18	
Boylston St @ Chest Hill Ave (Shelter on island)	1535	.			19	
Boylston St opp St Lawrence Ch	1536	.			20	
Boylston St opp 850 (Beyond Texaco Sta, opposite office building)	1537	.			21	
910 Boylston St @ Ch. Sci. Ch. (opp shelter)	1538	.			22	
Boylston St @ Norfolk Rd (Large brown house)	1539	.			23	
Boylston St @ Hammond St (Tennis Club)	1540	.			24	
Chestnut Hill Dr. @ Brighams	1965	.			25	
Chestnut Hill Dr. @ Cinema	1966	.			26	

Route Name CHESTNUT HILL TO KENMORE SQUARE (VIA BOYLSTON)

Date \_\_\_\_\_  
Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_ 5 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 8 \_\_\_\_\_ 9 \_\_\_\_\_ 10 \_\_\_\_\_ 11 \_\_\_\_\_ 12 \_\_\_\_\_

Cash \_\_\_\_\_  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

Sunday=1)

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31
#100 Boylston @ Hammond Pond Pkwy (apt houses)	19821	.			01
Boylston St @ Steak House	1983	.			02
Boylston St @ Hammond St (opp Tennis Club)	1984	.			03
Boylston St @ Randolph Road	1541	.			04
Boylston St @ Christ. Scnc. Ch. (Shelter)	1542	.			05
Boylston St @ 850 (Office Building)	1543	.			06
Boylston St @ St. Lawrence Ch.	1544	.			07
Boylston St @ Lee St (Shelter-in turnout)	1545	.			08
Boylston St @ Warren (Shelter-east end of Reservoir)	1546	.			09
Boylston St @ Kennard Rd (on hill)	1547	.			10
Boylston @ Cypress (Past right turn, near VW Dealer)	1588	.			11
Boylston St opp Smythe St (U-Haul rentals)	2017	.			12
Washington St @ Walnut St (Under foot-bridge beyond fire station)	1555	.			13
Brookline Ave @ River Rd. (Opp old school now recreation center)	1556	.			14
Brookline Ave opp Aspinwall Ave (shelter)	1557	.			15
Brookline Ave @ Francis St (Opp Getty Sta)	1558	.			16
Brookline Ave @ Deaconess Rd Shelter, Dana Farber Institute	1559	.			17
Brookline Ave @ State Street Bank Shelter	15591	.			18
Brookline Ave @ Longwood Ave (Beyond traffic light)	1560	.			19
Brookline Ave @ B.I. Hospital (Shelter - Hospital main entrance)	1805	.			20
Brookline Ave @ Fenway (Before intersection)	1806	.			21
Brookline Ave @ Boylston St (Empire Deli)	1561	.			22
Brookline Ave @ 132 (opp HCHP)	1562	.			23
Brookline Ave @ Yawkey Way (Opp Red Sox Pkg)	1563	.			24
Brookline Ave @ Newbury St (At bridge over Mass. Pike)	1564	.			25
Kenmore Busway	899	.			26

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Chestnut Hill Dr. @ Legal Seafoods	19661	<div></div>			27	
Hammond Pond Parkway at Boylston (just beyond underpass, no sign)	19662	<div></div>			28	
		<div></div>			29	
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		<div></div>			52	



Route  
Name Central Sq. to Cleveland Circle

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
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11 \_\_\_\_\_

15  
-1 ☐ am  
-2 ☐ pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Rear Berth Rte. 63, 64 (Central Sq.)	5273	.			01	
Green St. @ Magazine St.	1060	.			02	
165 Western Ave. @ Kinnaird	1061	.			03	
231 Western Ave. @ Howard (Riverside-Cambridgeport Community Corp.)	1062	.			04	
275 Western Ave. @ Dodge (Phil's Variety)	1063	.			05	
351 Western Ave. @ Putnam (Western Front Dance Club)	1064	.			06	
Western Ave. @ Memorial Dr. (Before bridge over Charles R.)	1065	.			07	
111 Western Ave. @ Sold. Fld. Rd. (By red brick buildings)	1066	.			08	
Western Ave. @ Penn Ctrl. Dr. (No sign on either side)	1067	.			09	
Western Ave. @ WGBH-TV	1068	.			10	
Western Ave. @ Stadium Way (Shelter, Health Center)	1069	.			11	
Western Ave. @ N. Harvard St. (Opp. Citgo Station)	1070	.			12	
248 Western Ave. opp. Riverdale St. (Stone wall, before Honda Specialists)	1071	.			13	
Western Ave. @ Everett (Stadium Auto Body)	1072	.			14	
Western Ave. @ Skating Rink	1073	.			15	
Western Ave. opp. Star Mkt. Pkg.	1074	.			16	
Western Ave. opp. Litchfield St. (Green fence, grey brick building)	1075	.			17	
449 Western Ave. (Modern Classic Autos)	1076	.			18	
Western Ave. opp. Richardson St. (Opp. Lumber Company)	1077	.			19	
Western Ave. @ Sold. Fld. Rd. (Boat House)	1078	.			20	
Market St. @ Shaw Walker Furn.	1079	.			21	
Market St. @ North Beacon St. (Bargain Outlet)	1080	.			22	
Market St. opp. Faneuil St. (Abbey Medical)	1081	.			23	
Market St. @ Keenan Rd.	1082	.			24	
Market St. @ Arlington St.	1083	.			25	
Market St. @ Washington	1084	.			26	

Route No. 63.0Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
45 Chsnt. Hl. Av. @ Academy Hill Rd. (Opp. Court House)	1085	.			27	
81 Chsnt. Hl. Av. @ Wm. Jackson Ave.	1086	.			28	
145-147 Chsnt. Hl. Av. @ Wiltshire (Opp. fire station)	1087	.			29	
185 Chsnt. Hl. Av. @ Embassy Rd.	1088	.			30	
213 Chsnt. Hl. Av. @ South St.	1089	.			31	
Opp. 288 Chsnt. Hl. Av. @ Comm. Av.	1090	.			32	
Opp. 324 Chsnt. Hl. Av. @ Comm. Av.	1091	.			33	
Opp. 338 Chsnt. Hl. Av. @ MDC rink, pool	1092	.			34	
Berth 1 Route 63 (Shelter)	9998	.			35	
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Route  
Name Cleveland Circle to Central Square

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

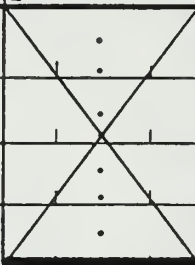
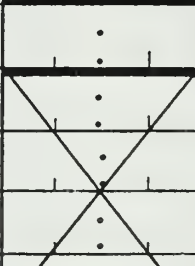
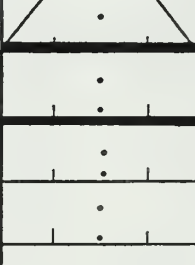
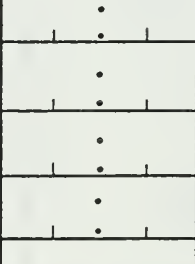


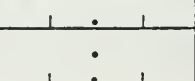
Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day \_\_\_\_\_ Route No. 63.0 Dir. 1  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 2 6 7 11  
-1 am  
-2 pm

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Berth 1 Rte. 63 (Shelter, Green Line Stn.)	9998	.			01	
Chestnut Hill Av. @ Englewood Av. (Opp. MDC rink, pool)	1027	.			02	
Chestnut Hill Av. @ Comm. Av. (Before intersection)	1028	.			03	
Chestnut Hill Av. @ Comm. Av. (After intersection)	1029	.			04	
Chestnut Hill Av. @ Strathmore Rd. (School)	1030	.			05	
Chestnut Hill Av. @ Chiswick (Hair stylist)	1031	.			06	
Chestnut Hill Av. opp. Wiltshire (Just past fire stn., shelter)	1032	.			07	
Chestnut Hill Av. @ Wallingford	1033	.			08	
Chestnut Hill Av. @ Union St. (Just after "V" intersection)	1034	.			09	
Market St. @ Washington St. (Opp. Bank of Boston)	1035	.			10	
Market St. opp. Arlington (red brick apts.)	1036	.			11	
Market St. @ Morrow Rd.	1037	.			12	
244 Market St. @ Gardena St. (No sign)	1038	.			13	
200 Market St. @ N. Beacon (Opp. Abbey Medical)	1039	.			14	
Market St. @ Guest (Honeywell)	1040	.			15	
Market St. @ Lincoln (After bridge)	1041	.			16	
46 Market St. @ Lothrop	1042	.			17	
516 Western Ave. @ Mackin St. (Stanley Auto Body)	1043	.			18	
482 Western Av. @ Richardson St. (Lumber company)	1044	.			19	
450 Western Ave. @ Geo. H. Wahn Co.	1045	.			20	
Western Av. @ Waverly St. (Between Waverly, Litchfield Sts., Calif. Paints)	1046	.			21	
Western Av. @ Star Market (Shelter)	1047	.			22	
342 Western Av. Opp. Skating Rink (Snyder Leather, bent sign)	1048	.			23	
Western Av. @ Everett St. (State Street Bank)	1049	.			24	
Western Av. @ Riverdale St. (Opp. stone wall)	1589	.			25	
Western Av. @ N. Harvard St. (Citgo Stn.)	1050	.			26	

Route No. 63.0Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Western Av. @ Cadillac Pt/Smith St. (No sign, VW Dlr.)	1051				27	
Western Av. @ Pepsi-Cola	1052				28	
60 Western Av. @ Penn Cntl. Dwy. (No sign either side)	1053				29	
Western Av. @ Sold. Fld. Rd. (Opp. red brick buildings)	1054				30	
River St. @ Memorial Dr. (Elbery Ford)	1055				31	
River St. @ Fairmont Av. (Cambridge Auto Parts)	1056				32	
River St. @ Laurel St. (Opp. Howard St.)	1057				33	
River St. @ Kinnaird/Pleasant St. (No sign)	1058				34	
River St. @ Green (110 ft. east of Franklin)	1059				35	
Rear Berth Rte. 63, 64 (Central Sq.)	5273				36	
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Route  
Name CENTRAL SQUARE TO CLEVELAND CIRCLE

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_  
Seating Capacity \_\_\_\_\_  
Checker \_\_\_\_\_  
Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
15 \_\_\_\_\_ am  
-1 \_\_\_\_\_ pm  
-2 \_\_\_\_\_ pm  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Rear Berth Route 63,64 (Central Square)	5273	.			01	
Green St @ Magazine Street	1060	.			02	
165 Western Ave @ Kinnaird	1061	.			03	
231 Western Ave @ Howard (Riverside-Cambridgeport Community Corporation)	1062	.			04	
275 Western Ave @ Dodge (Phil's Variety)	1063	.			05	
351 Western Ave @ Putnam (Western Front Dance Club)	1064	.			06	
Western Ave @ Memorial Dr (Before bridge over Charles River)	1065	.			07	
Western Ave @ Sold Fld Rd (By red brick buildings)	1066	.			08	
Western Ave @ Penn Ctrl Dr (No sign on either side)	1067	.			09	
Western Ave @ WGBH-TV	1068	.			10	
Western Ave @ Stadium Way (Shelter; Health Center)	1069	.			11	
Western Ave @ N Harv St (Opp Citgo Sta)	1070	.			12	
N Harv St @ Franklin St (Star Expansion)	2554	.			13	
N Harv St @ Coolidge Rd	2555	.			14	
N Harv St Opp Hopedale St	2556	.			15	
241 Camb St @ N Harv (After turn, traffic lights)	1191	.			16	
Camb St @ Royal (Top of bridge)	1192	.			17	
Camb St @ Franklin St (Opp Budget Rent Furniture)	1193	.			18	
Camb St @ Auto Parts Shop	1194	.			19	
Camb St @ Hano St (Opp fire station)	1195	.			20	
25 N. Beacon (No sign)	1196	.			21	
N Beacon St Opp Saunders (Mack Trucks)	1197	.			22	
N Beacon St @ Hichborn (No sign)	1198	.			23	
N Beacon St @ Life St (Guardian Corp)	1199	.			24	
N Beacon St @ Market (Opp Dunkin Donuts)	1200	.			25	
N Beacon St @ Brighton Lumber	1201	.			26	

Route No. 63.1Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
N Beacon St @ Vineland (Opp red brick apt)	1202	.			27	
N Beacon St @ Birmingham Pkwy (No sign)	1203	.			28	
Birmingham Pkwy @ Sold Field Rd (Traf Sig)	1204	.			29	
Opp 41 Brooks St @ Newton St	1205	.			30	
Hobart St @ Brooks St (Green, gray house)	1206	.			31	
Hobart St @ 70 - 72	1207	.			32	
Hobart St @ Falkland St (Before intersec)	1208	.			33	
Faneuil St @ Donnybrook (No sign)	12081	.			34	
Faneuil St @ Bothwell Rd (Opp Cumberland Farms)	1209	.			35	
251 Faneuil St Opp Garfield School	1210	.			36	
Faneuil St @ Brooks St	1211	.			37	
Faneuil St Opp Brackett (Brick apts)	1212	.			38	
Faneuil St @ Bigelow (VFW)	1213	.			39	
596-600 Washington @ Breck St (Opp Mobil)	913	.			40	
Washington St Opp Mountfern	914	.			41	
530 Wash St @ Langley Rd (Opp cleaners)	915	.			42	
484 Wash St @ Lake St (Bef Citgo Station)	916	.			43	
438 Wash St @ Foster (Opp Exxon)	917	.			44	
Wash St @ Baldwin Pl/To Argus Pl (Opp Brighams)	918	.			45	
Wash St Opp Waldo Terrace	919	.			46	
Winship St after turn off Wash St	1301	.			47	
Winship St @ Union St (No sign; opp side has sign)	13011	.			48	
81 Chsnt Hl Av @ WM Jackson Ave	1086	.			49	
145-147 Chsnt Hl Av @ Wiltshire (Opp fire station)	1087	.			50	
185 Chsnt Hl Av @ Embassy Rd	1088	.			51	
213 Chsnt Hl Av @ South St	1089	.			52	

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Opp 288 Chsnt H1 Av @ Comm Av	1090	.			53	
Opp 324 Chsnt H1 Av @ Comm Av	1091	.			54	
Opp 338 Chsnt H1 Av @ MDC rink, pool	1092	.			55	
Berth 1 Route 63 (Shelter)	9998	.			56	
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Route  
Name CLEVELAND CIRCLE TO CENTRAL SQUARE

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

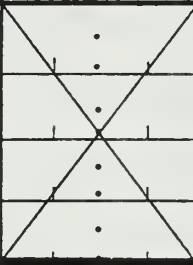
Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15  
am  
-1 \_\_\_\_\_  
-2 \_\_\_\_\_ pm  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Berth 1 Route 63 (Shelter, Green Line Sta)	9998	.			01	
Chestnut Hill Av @ Englewood Av (Opp MDC rink, pool)	1027	.			02	
Chsnt Hl Av @ Comm Ave (Bef intersection)	1028	.			03	
Chsnt Hl Av @ Comm Ave (After intersection)	1029	.			04	
Chsnt Hl Av @ Strathmore Rd (School)	1030	.			05	
Chsnt Hl Av @ Chiswick (Hair stylist)	1031	.			06	
Chsnt Hl Av Opp Wiltshire (Just past fire station, shelter)	1032	.			07	
Chsnt Hl Av @ Wallingford	1033	.			08	
Chsnt Hl Av @ Union St (Just after "V" intersection)	1034	.			09	
Market St @ Washington St (Opp Bank of Boston)	1035	.			10	
Market St Opp Arlington (Red brick apts)	1036	.			11	
Market St @ Morrow Road	1037	.			12	
244 Market St @ Gardena St (No sign)	1038	.			13	
200 market St @ N Beacon (Opp Abbey Medical)	1039	.			14	
N Beacon St @ Market St (No sign; Dunkin Donuts, after turn)	1106	.			15	
N Beacon St @ Etna (Vacant lot)	1107	.			16	
N Beacon St @ Dustin (Neuber Tools)	1108	.			17	
N Beacon St @ Saunders	1109	.			18	
N Beacon St @ Cambridge (Store 24)	1110	.			19	
Camb St Opp 461 (Shelter, fire station)	1111	.			20	
Camb St @ Harvard Ave (Bef intersection)	1112	.			21	
Camb St @ Linden St (Shelter)	1113	.			22	
Camb St @ Opp 243 N Harv St (Bef Traf lgts)	1114	.			23	
Camb St Opp Seattle St (Shelter)	1115	.			24	
Camb St @ Mass Pike Exit (Constr. on right)	1116	.			25	
River St @ Memorial Dr (Elbery Ford)	1055	.			26	

Route No. 63.1

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
River St @ Fairmont Ave (Camb Auto Parts)	1056				27	
River St @ Laurel St (Opp Howard St)	1057				28	
River St @ Kinnaird/Pleasant St (No sign)	1058				29	
River St @ Green (110 ft east of Franklin)	1059				30	
Rear Berth Route 63,64 (Central Square)	5273				31	
					32	
					33	
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					52	

Route Name CENTRAL SQUARE, CAMBRIDGE TO OAK SQUARE

Date                       
Begin      End

Weather                      Checker                       
Seating Capacity                      Scheduled Time                      Actual Time                       
Day                      Route No.                      Dir.                      Leave Terminal                      Leave Terminal                       
nday=1)                      64.5 0 7 11 15  
1 2 6 7 11 -1 ☐ am  
-2 ☐ pm

Cash                       
Tokens                       
Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
River St @ Western Ave, EOL (Central Sq)	2445	.			01	
Green St @ Magazine Street	1060	.			02	
165 Western Ave @ Kinnaird	1061	.			03	
231 Western Ave @ Howard (Riverside-Cambridgeport Community Corporation)	1062	.			04	
275 Western Ave @ Dodge (Phil's Variety)	1063	.			05	
351 Western Ave @ Putnam (Western Front Dance Club)	1064	.			06	
Western Ave @ Memorial Dr (Before bridge over Charles River)	1065	.			07	
Cambridge St @ Mass Pike T/T Dr.	1189	.			08	
Cambridge St @ Seattle St (After bridge)	1190	.			09	
241 Camb St @ N Harvard (After traffic lt)	1191	.			10	
Camb St @ Royal (Top of bridge)	1192	.			11	
Camb St @ Franklin St (Opp Budget Rent Furniture)	1193	.			12	
Camb St @ Auto Parts Shop	1194	.			13	
Camb St @ Hano St (Opp fire station)	1195	.			14	
25 N. Beacon (No sign)	1196	.			15	
N Beacon St Opp Saunders (Mack Trucks)	1197	.			16	
N Beacon St @ Hichborn (No sign)	1198	.			17	
N Beacon St @ Life St (Guardian Corp)	1199	.			18	
N Beacon St @ Market (Opp Dunkin Donuts)	1200	.			19	
N Beacon St @ Brighton Lumber	1201	.			20	
N Beacon St @ Vineland (Opp red brick apt)	1202	.			21	
N Beacon St @ Birmingham Pkwy (No sign)	1203	.			22	
Birmingham Pkwy @ Sold Field Rd (Traf Sig)	1204	.			23	
Opp 41 Brooks St @ Newton St	1205	.			24	
Hobart St @ Brooks St (Green, gray house)	1206	.			25	
Hobart St @ 70 - 72	1207	.			26	

Route No. 64.5

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Hobart St @ Falkland St (Before intersec)	1208	.			27	
Faneuil St @ Donnybrook (No sign)	12081	.			28	
Faneuil St @ Bothwell Rd (Opp Cumberland Farms)	1209	.			29	
251 Faneuil St Opp Garfield School	1210	.			30	
Faneuil St @ Brooks St	1211	.			31	
Faneuil St Opp Brackett (Brick apts)	1212	.			32	
Faneuil St @ Bigelow (VFW)	1213	.			33	
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Route Name OAK SQ TO CENTRAL SQ., CAMBRIDGE

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day \_\_\_\_\_ Route No. 64.5 Dir. 1 Leave Terminal 7 Actual Time 11 Leave Terminal 11  
 day=1) 1 2 6 7 11  
 15  
 -1 am  
 -2 pm

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Oak Square	1214	.			01	
Faneuil St @ Brackett St (Opp red brick apts)	1093	.			02	
Faneuil St Opp Fairbanks (Opp Brooks)	1094	.			03	
Faneuil St @ Oakland (Next to school)	1095	.			04	
Faneuil St @ Cumberland Farms	1096	.			05	
Faneuil St @ S. Hobart St	1097	.			06	
Hobart St @ Falkland Street	1098	.			07	
69 Hobart @ Ronlegh Rd (Playground)	1099	.			08	
Hobart St @ Brooks St	1100	.			09	
38 Brooks @ Oliva Rd (Brian's Variety Store)	1101	.			10	
North Beacon St @ Parsons St	1102	.			11	
N Beacon St @ Goodenough St (New England Wheel & Rim)	1103	.			12	
N Beacon St Opp Vineland (Brick apts)	1104	.			13	
240 N Beacon St @ Market St (No sign; U-Haul)	1105	.			14	
N Beacon St @ Market St (No sign; Dunkin Donuts)	1106	.			15	
N Beacon St @ Etna (Vacant lot)	1107	.			16	
N Beacon St @ Dustin (Neuber Tools)	1108	.			17	
N Beacon St @ Saunders	1109	.			18	
N Beacon St @ Cambridge (Store 24)	1110	.			19	
Camb St Opp 461 (Shelter, fire station)	1111	.			20	
Camb St @ Harvard Ave (Bef intersection)	1112	.			21	
Camb St @ Linden St (Shelter)	1113	.			22	
Camb St @ Opp 243 N Harv St (Bef Traf lgts)	1114	.			23	
Camb St Opp Seattle St (Shelter)	1115	.			24	
Camb St @ Mass Pike Exit (Constr. on right)	1116	.			25	
River St @ Memorial Dr (Elbery Ford)	1055	.			26	

Route No. 64.5Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	31	
Putnam Ave Opp Allston (Just after right turn)	1117	.			27	
Magazine St @ Putnam Ave (Just after left turn)	1118	.			28	
Opp #89 Magazine St @ Erie St	1119	.			29	
Magazine St @ McTernan Way (No sign)	1120	.			30	
Magazine St @ Perry St (church)	1121	.			31	
Magazine St @ Auburn	1122	.			32	
Magazine St @ Green	1123	.			33	
Rear Berth Route 63,64 (Central Square)	5273	.			34	
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Route Name KENMORE SQUARE TO BRIGHTON CENTER

Date                       
Begin                      End                     

Weather                      Checker                       
Seating Capacity                      Scheduled Time                      Actual Time                       
Day                      Route No.                      Dir.                      Leave Terminal                      Leave Terminal                       
Day=1)                      65.0 0                                           15  
1 2 6 7 11 -1                      am  
-2                      pm

Cash                       
Tokens                       
Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Kenmore Busway - EOL	899	.			01	
Brookline Ave, opp Newbury St (Sign on opp side only)	8993	.			02	
Brookline Ave opp Landsdown St (Red Sox Parking)	1518	.			03	
Brookline Ave @ Fullerton (HCHP)	1519	.			04	
Brookline Ave @ Park Drive (Sears Parking)	1520	.			05	
Brookline Ave @ Pilgrim Rd (Simmons College)	1777	.			06	
Brookline Ave @ Short St (Opp Beth Isreal Hospital)	1778	.			07	
Brookline Ave @ Longwood Ave (Opp State Street Bank)	1521	.			08	
Brookline Ave @ Deaconess Rd (Deaconess Hospital)	1522	.			09	
Brookline Ave @ Francis St (Past Getty Sta)	1523	.			10	
Brookline Ave @ Aspinwall Ave (Brick Apt Bldg)	1524	.			11	
Brookline Ave @ Pearl St (Opp animal hospital)	1284	.			12	
Hearthstone Plaza (turnout at Hearthstone bldg)	1285	.			13	
Washington St @ Harvard (No sign this side sign opposite side)	1286	.			14	
Washington St @ School (past library)	1287	.			15	
Washington St opp Greenough (brick apts)	1288	.			16	
Washington St @ Park (Opp #490)	1289	.			17	
Washington St opp Gardner Rd (#563)	1290	.			18	
Washington St @ Fairbanks	1291	.			19	
Washington St @ Beacon (Before crossing trolley tracks, next to rug store)	1292	.			20	
Washington St @ Bartlett St (Large yellow house)	1293	.			21	
Washington St @ Corey Rd (Stop & Shop)	1294	.			22	
Washington St @ Comm. Ave (Bef trolley tracks, next to Paul's Optical)	1295	.			23	
Washington St opp Euston St (Yellow brick apt bldg)	1296	.			24	
Washington St @ Donovan Sq (St Gabriels)	1298	.			25	
Washington St opp Snow St (By field on hill)	1299	.			26	

Route No. 65.0

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Washington St opp Shepard (St. Elizabeths)	1300	<div>•</div>			27	
Winship St. @ Washington St (#13 after left turn)	1301	<div>•</div>			28	
Winship St @ Union St (No sign; opp side has sign)	13011	<div>•</div>			29	
		<div>•</div>			30	
		<div>•</div>			31	
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		<div>•</div>			52	

Route  
Name BRIGHTON CENTER TO KENMORE SQUARE

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15  
-1 ☐ am Tokens \_\_\_\_\_  
-2 ☐ pm Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31
Winship St @ Union Sq (Sign on opp side only)	13011	.			01
Chsnt. Hl. Av. @ Union St (Bef Court House)	1034	.			02
Washington St opp Waldo Terrace (Elks Lodge)	919	.			03
Washington St @ Shepard St (Quick Sand Shop)	1268	.			04
Washington St @ Snow	1269	.			05
Washington St @ Monastery Rd (Opp St Gabriels)	1270	.			06
Washington St @ Euston Rd (Brick apts)	1272	.			07
Washington St @ Comm Ave (Before crossing trolley tracks)	1273	.			08
Washington St @ Corey Rd (Opp Johnston's Garage)	1274	.			09
Washington St @ Evans	1275	.			10
Washington St @ Beacon St (Restaurant)	1276	.			11
Washington St @ Washington 636 (Shore Realty)	1277	.			12
Washington St @ Winthrop Path	1278	.			13
Washington St @ Gardner Rd	1279	.			14
Washington St nr Weybridge Rd	1280	.			15
Washington St @ Greenough St (Large white house)	1281	.			16
Washington St @ Cypress St (Christy's Mkt)	1282	.			17
Washington St opp Harvard (Family Day Care)	1283	.			18
Washington St @ Walnut St (Under footbridge beyond fire station)	1555	.			19
Brookline Ave @ River Rd (Opp old school-recreation center)	1556	.			20
Brookline Ave opp Aspinwall Ave (Shelter)	1557	.			21
Brookline Ave @ Francis St (Opp Getty Sta)	1558	.			22
Brookline Ave @ Deaconess Rd (Shelter-Dana Farber Institute)	1559	.			23
Brookline Ave @ State Street Bank (Shelter)	1559	.			24
Brookline Ave @ Longwood Ave (Beyond traffic light)	1804	.			25
Brookline Ave @ B.I. Hospital (Shelter-Hospital main entrance)	1805	.			26

Route No. 65.0

Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Brookline Ave @ Fenway (Before intersec)	1806	.			27	
Brookline Ave @ Boylston St (Empire Deli)	1561	.			28	
Brookline Ave @ 132 (Opp HCHP)	1562	.			29	
Brookline Ave @ Yawkey Way (Opp Red Sox Parking)	1563	.			30	
Brookline Ave @ Newbury St (@ bridge over Mass. Pike)	1564	.			31	
Kenmore Busway	899	.			32	
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Route Name DUDLEY TO UNION SQ., ALLSTON VIA BROOKLINE VILLAGE

Date \_\_\_\_\_  
Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Seating Capacity \_\_\_\_\_  
Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
Checker \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
day=1) ☐ 1 66.0 0 6 7 11 15  
☐ am ☐ pm

Cash \_\_\_\_\_  
Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Dudley Transfer Station (Orange Line)	64	.			01	
New Dudley @ Roxbury (Front of school)	641	.			02	
New Dudley (In front of school, second stop)	642	.			03	
Tremont St. @ Guerney St. (Over new Orange Line)	1358	.			04	
Tremont St. @ Parker	1358	.			05	
Tremont St. @ Park Dept.	1359	.			06	
Tremont St. @ Mission Church	1360	.			07	
Tremont St. @ Worthington St.	1361	.			08	
Tremont St. @ Huntington Ave.	1362	.			09	
Huntington Ave. @ Fenwood Rd. (By school)	1363	.			10	
Huntington Ave. @ Kempton St. (These two stops spaced)	1364	.			11	
Huntington Ave. @ Parker Hill Ave. very closely)	1365	.			12	
Huntington Ave. @ Riverway (Underpass)	1366	.			13	
Hearthstone Plaza (Bay Bank, Norfolk Trust)	1285	.			14	
Harvard St. @ Kent St. (Past intersection)	1367	.			15	
Harvard St. @ Linden (Just before a church)	1368	.			16	
Harvard St. @ Aspinwall Ave. (Buick dealer)	1369	.			17	
Harvard St. near Harvard Court (Exxon)	1370	.			18	
Harvard St. @ Alton Place (Before Mobil, opposite side)	1371	.			19	
Harvard St. @ Beacon St. (Before Green Line, intersection)	1372	.			20	
Harvard St. @ Babcock (Fayva)	1373	.			21	
Harvard St. @ Beals (Opposite Temple)	1374	.			22	
Harvard St. @ Fuller	1375	.			23	
Harvard St. @ Thorndike (Arco)	1376	.			24	
Harvard St. opp. Kenwood St. (Purity Supreme)	1377	.			25	
Harvard St. @ Commonwealth Ave.	1378	.			26	

Route No. 66.0

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Harvard St. @ Brighton Ave. (Before intersection; Roast Beef place)	1379	<div><div></div><div>.</div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	27	
Brighton Ave. opp. Quint Ave. (Oscos, No sign)	964	<div><div></div><div>.</div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	28	
Brighton Ave. @ Craftsman St. (Fire station)	965	<div><div></div><div>.</div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	29	
		<div><div></div><div>.</div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	30	
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Route Name UNION SQ., ALLSTON TO DUDLEY VIA BROOKLINE VILLAGE

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day

Route No.

Dir.

Leave Terminal

Leave Terminal

15

-1 am

Tokens \_\_\_\_\_

Monday=1)

1

66.0

2

1

6

7

11

-2 pm

Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Brighton Ave. @ Islington St. (Shelter)	926	.			01	
Brighton Ave. @ Allston St.	927	.			02	
Brighton Ave. @ Harvard Ave.	928	.			03	
Harvard Ave. @ Commonwealth Ave. (No Sign)	1302	.			04	
Harvard St. @ Kenwood (Opposite Purity Supreme)	1303	.			05	
Harvard St. @ Thorndike (Mobil)	1304	.			06	
Harvard St. @ Fuller	1305	.			07	
Harvard St. @ Williams (Temple)	1306	.			08	
Harvard St. @ Brewster Terrace (Beauty Connection)	1307	.			09	
Harvard St. @ Beacon St.	1308	.			10	
Harvard St. @ Marion (Church)	1309	.			11	
Harvard St. @ Auburn	1310	.			12	
Harvard St. @ School St. (traffic lights)	1311	.			13	
Harvard St. @ Pierce (Near church)	1312	.			14	
Harvard St. @ Washington St.	1313	.			15	
Washington St. @ Walnut St. (Under walkway)	1555	.			16	
Huntington Ave. @ Jamaicaway (Under Rt. 1)	1314	.			17	
Huntington Ave. @ Parker Hill Ave.	1315	.			18	
Huntington Ave. @ Mission St.	1316	.			19	
Huntington Ave. @ Wait	1317	.			20	
Tremont St. @ Calumet (Shelter)	1318	.			21	
Tremont St. @ Whitney (Opposite Lincoln Savings Bank)	1320	.			22	
Tremont St. @ Pontiac (Opposite church)	1321	.			23	
Tremont St. @ Burney St.	9425	.			24	
Tremont St. @ Parker (Opposite Knights of Columbus)	1322	.			25	
Tremont St. @ Columbus Ave. (New 'T' station) -	1323	.			26	

Route No. 66.0Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Roxbury St. @ Tremont, before King St. (Just after intersection)	1324	.			27	
Dudley St. @ Eliot Square (Opposite church)	1145	.			28	
Dudley St., front of #42A	11451	.			29	
Dudley St. @ Kenilworth St. (Red brick building, blue trim)	1146	.			30	
Dudley St. @ Washington (Opposite U.S. mail depot)	1147	.			31	
Dudley Transfer Station	64	.			32	
		.			33	
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		.			35	
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		.			52	

Route  
Name/ LECHMERE TO HARVARD SQUARE

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15  
 nday=1) ☐ 69.0 0 7 11 -1 ☐ am Tokens \_\_\_\_\_  
 1 2 6 7 11 -2 ☐ pm Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Lechmere Station (Green Line Exit)	14151	.			01	
Cambridge St. @ Third St	1416	.			02	
Cambridge St. @ Sciarappa St.	1417	.			03	
439 Cambridge St. @ Fifth	1418	.			04	
Cambridge St. @ Sixth	1419	.			05	
Cambridge St. @ Lambert (Velucci Ins. Agency)	1420	.			06	
Cambridge St. @ Berkshire (Opp library)	1421	.			07	
Cambridge St. @ Windsor (Arco Station)	1422	.			08	
Cambridge St @ Norfolk (City Paint Supply)	1423	.			09	
Cambridge St. @ Prospect (Opp liquors)	1424	.			10	
Cambridge St. @ Springfield (Inman Sq., Shelter)	1425	.			11	
1427 Cambridge St. Opp. Fayette	1426	.			12	
Cambridge St. @ Camelia Ave.	1427	.			13	
Cambridge St. Opp. Dana St. (Youville Hospital)	1428	.			14	
1643 Cambridge St. @ Trowbridge (The Cambridge House)	1429	.			15	
Felton St. (After turn off Cambridge St.)	1430	.			16	
Quincy St. @ Broadway (Fogg Art Museum)	2166	.			17	
Quincy St., midblock (No sign)	21661	.			18	
Quincy St. @ Harvard St. (Quincy Sq)	2167	.			19	
Mass. Ave. Opp. Holyoke St.	110	.			20	
		.			21	
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		.			25	
		.			26	

Route Name HARVARD SQUARE TO LECHMERE

Date \_\_\_\_\_  
Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Seating Capacity \_\_\_\_\_ Checker \_\_\_\_\_  
Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_  
Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 \_\_\_\_\_ 2 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 11 \_\_\_\_\_

Cash \_\_\_\_\_ Tokens \_\_\_\_\_ Pennies \_\_\_\_\_  
15 \_\_\_\_\_  
-1 \_\_\_\_\_ am  
-2 \_\_\_\_\_ pm

(Sunday=1)

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Mass Ave, Opp Holyoke St.	110	.			01	
Harvard Gate	2168	.			02	
Cambridge St. @ Prescott Opp Summer	1400	.			03	
1667 Cambridge St. Opp. Trowbridge St.	1401	.			04	
Cambridge St. @ Dana St. (Opp. Youville Hospital)	1402	.			05	
Cambridge St. @ Highland Ave. (Traffic light)	1403	.			06	
1436 Cambridge St. @ Fayette	14031	.			07	
Cambridge St. @ Hampshire St (Shelter, after intersection)	1404	.			08	
Cambridge St @ Prospect St (Herson Cycle)	1405	.			09	
Cambridge St. @ Norfolk (Opp Capitol Door & Window)	1406	.			10	
Cambridge St. @ Elm (No sign)	1407	.			11	
Cambridge St. @ Windsor (Auto Glass)	1408	.			12	
Cambridge St. @ Berkshire (Library)	1409	.			13	
Cambridge St. @ Card'l Medeiros (Flower Shop)	1410	.			14	
Cambridge St. @ Sixth	1411	.			15	
Cambridge St. @ Fifth (Pat's Corner Store)	1412	.			16	
Cambridge St. @ Sciarappa St.	1413	.			17	
Cambridge St. @ Third (Court House)	1414	.			18	
Lechmere Station - EOL (Green Line entrance)	1415	.			19	
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		.			21	
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		.			25	
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Route Name Central Sq., Cambridge to Cedarwood via Watertown Sq.

Date \_\_\_\_\_

Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_  
Seating Capacity \_\_\_\_\_

Checker \_\_\_\_\_  
Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_  
1 \_\_\_\_\_ 2 70.0 6 0  
Monday=1) \_\_\_\_\_

Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
11 \_\_\_\_\_

15 \_\_\_\_\_  
-1 \_\_\_\_\_ am  
-2 \_\_\_\_\_ pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Central Sq. subway entrance	52731	.			01	
Green St. @ Magazine	1060	.			02	
Western Av. @ Kinnaird	1061	.			03	
Western Av. @ Howard St. (Riverside-Cambridgeport Community Corp.)	1062	.			04	
Western Av. E. of Dodge St. (Phil's Variety)	1063	.			05	
Western Av. @ Putnam Av. (Western Front Dance Club)	1064	.			06	
Western Av. 163' E. of Memorial Dr. (Before bridge over river)	1065	.			07	
Western Av. @ Sold. Fld. Rd. (Red brick garage)	1066	.			08	
Western Ave. @ Penn Ctrl. Dr. (No sign)	1067	.			09	
Western Ave. @ WGBH-TV	1068	.			10	
Western Ave. @ Stadium Way (Shelter, Health Center)	1069	.			11	
Western Ave. @ N. Harvard St. (Opp. Citgo Station)	1070	.			12	
248 Western Ave. opp. Riverdale St. (Stone wall, before Honda Specialists)	1071	.			13	
Western Ave. @ Everett (Stadium Auto Body)	1072	.			14	
Western Ave. @ Skating Rink	1073	.			15	
Western Ave. opp. Star Mkt. Pkg.	1074	.			16	
Western Ave. opp. Litchfield St. (Green fence, grey brick building)	1075	.			17	
Western Ave. @ 449 (Modern Classic Autos)	1076	.			18	
Western Ave. opp. Richardson St. (Opp. Lumber Company)	1077	.			19	
Western Ave. @ Sold. Fld. Rd. (Boat House)	1078	.			20	
Arsenal St. @ Arlington St. (3-decker house beyond Sunoco Station)	1443	.			21	
Arsenal St. @ Elm St. (Friendly's, no bus stop sign)	1444	.			22	
Arsenal St. beyond driveway @ Bradlees	1445	.			23	
Arsenal St. @ Butts & Ordway Co. (No bus stop sign)	1447	.			24	
Arsenal St. @ School St. (No sign)	1448	.			25	
Arsenal St. Opp. Louise St. (General Tire, no bus stop sign)	1449	.			26	

Route No. 70.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Arsenal St. Opp. Beechwood St. (No sign, waterbed store)	1450	.			27	
162 Arsenal St. Opp. Beacon Pk. (No sign this side, sign opposite)	1451	.			28	
Arsenal St. @ Irving St. (No sign, Mobil Station)	1452	.			29	
Arsenal St. @ Taylor St. (No sign, Quality Foreign Cars, Inc.)	1453	.			30	
Main St. @ Baybank	8815	.			31	
Main St. @ Thaxter (Library)	8816	.			32	
Main St. Opp. Chestnut St. (Opp. St. Patrick's Church)	8817	.			33	
233 Main St. Opp. Green	88171	.			34	
Main St. @ Waverly Ave. (Settles Glass)	8818	.			35	
Main St. @ Edenfield Av. (V&Y Garage)	8819	.			36	
Main St. @ Olney St. (Dentist's office)	8820	.			37	
Main St. @ Alcott St. (crosswalk opp. library)	8339	.			38	
Main St. @ Copeland (Sunoco Stn.)	8821	.			39	
Main St. @ Wilmot (Variety store)	8822	.			40	
Main St. @ Partridge	8823	.			41	
Main St. @ Longfellow Rd. (Near Baybank)	8824	.			42	
Main St. @ Warren (Ground Round)	8825	.			43	
Main St. @ Beal Rd. (Orange band on pole)	8826	.			44	
Main St. Opp. Rangeley Rd.	9521	.			45	
Main St. Opp. Lafayette St. (St. Jude's Church)	8827	.			46	
Main St. Opp. Willow St. (Orange band on pole, traffic light)	8828	.			47	
Main St. Opp. Porter Rd. (Funeral Home)	8829	.			48	
Main St. @ Rose Hill Way (Orange band, opp. cemetery)	8830	.			49	
Main St. Opp. Chamberlain Terrace (Law office)	8831	.			50	
Main St. @ Pleasant St. (Coleman Real Estate)	8832	.			51	
Main St. @ Craven Circle (Antique Shop)	8833	.			52	

Route No. 70.0Page 3

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Main St. @ Lyman (Wilson Diner)	88331	.			53	
Main St. @ Liberty (Orange band - IBEW Hall)	88332	.			54	
Carter St. Opp. RR Stn. (Shelter)	88333	.			55	
Main St. Opp. Moody (Waltham Insurance Ctr.)	88334	.			56	
Main St. @ Exchange (TAC Temps)	88335	.			57	
Main St. @ Fiske (Bates Pharmacy)	88336	.			58	
Main St. @ Hammond (H&R Block)	88337	.			59	
Main St. @ Wellington (Becker Auto Supply)	88338	.			60	
Main St. @ Palmer St. (No sign this side, sign & Shell station opposite)	8841	.			61	
Main St. @ Prospect Hill Rd. (Durobilt Transmission)	8842	.			62	
Main St. @ Lunda St.	8843	.			63	
Main St. @ Malone St. (Small red house)	8844	.			64	
Main St. @ Edgehill Rd. (#1165)	8845	.			65	
Main St. @ Hill Rd. (#1197)	8846	.			66	
Main St. Opp. Cutting Lane (Polaroid)	8847	.			67	
Main St. @ Stow St. (Opp. Guaranty Bank octagonal building)	8848	.			68	
Stow St. @ Tavern Rd. (No sign, orange band on left)	8849	.			69	
Tavern Rd. @ Weston St.	8850	.			70	
Weston St. @ Cedarwood Gate (Stone posts)	9522	.			71	
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		.			77	
		.			78	



Route Name Cedarwood to Central Sq., Cambridge via Watertown Sq.

Date \_\_\_\_\_

Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ 15 \_\_\_\_\_ am \_\_\_\_\_ Tokens \_\_\_\_\_  
 1 \_\_\_\_\_ 2 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 11 \_\_\_\_\_ 2 \_\_\_\_\_ pm \_\_\_\_\_ Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Weston Rd. @ Cedarwood Gate (Stone Posts)	86928	.			01	
Stow St. @ Tavern Rd. (Orange band on left)	86929	.			02	
Main St. @ Stow (Guaranty Bank)	86930	.			03	
Main St. @ Cutting Lane (Orange band, across from Polaroid)	86931	.			04	
Main St. @ Sheridan Rd.	86932	.			05	
Main St. Opp. Edge Hill Rd. (#1156)	86933	.			06	
Main St. Opp. Malone (#1106)	86934	.			07	
Main St. @ Everett (Tire store)	86935	.			08	
Main St. @ Prospect Hill Rd. (Pancake House)	86936	.			09	
Main St. @ Weston (Shell station)	86937	.			10	
Main St. @ Wellington (Radio Shack)	86938	.			11	
Main St. @ Prospect (Baybank)	86939	.			12	
Main St. @ Harvard (Waltham supermarket)	86940	.			13	
Main St. @ Daniels Ct. (Stone church)	86941	.			14	
Main St. @ Moody (Waltham Savings Bank)	86942	.			15	
Moody St. @ Main (Waltham Savings Bank, after right turn)	86943	.			16	
Carter St. @ RR Stn. (Shelter, municipal parking lot)	86944	.			17	
Main St. @ Appleton (Opp. IBEW Hall)	86945	.			18	
Main St. @ Newton	9520	.			19	
Main St. @ Townsend St. (Green shingled house)	8670	.			20	
Main St. @ RR Bridge	8671	.			21	
Main St. Opp. Grove Hill Av. (Cemetery)	8672	.			22	
Main St. @ Potter Rd. (No sign this side, sign opposite)	8673	.			23	
Main St. @ Willow St. (#188)	8674	.			24	
Main St. @ Lafayette St. (Opp. St. Jude's Church)	8675	.			25	
Main St. @ Rangely Rd.	8676	.			26	

Route No. 70.0Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Main St. Opp. Beal Rd.	8677	.			27	
Main St. @ Warren St. (Opp. Ground Round)	8678	.			28	
Main St. Opp. Longfellow Rd. (Stone wall)	8679	.			29	
Main St. @ Edward Rd.	8290	.			30	
Main St. @ Evans St. (Opp. variety store)	8291	.			31	
Main St. Opp. Hersom St. @ Home (Convalescent)	8292	.			32	
Main St. @ Browne School	8293	.			33	
Main St. @ Oakland St.	8294	.			34	
Main St. @ Howard (Arco station)	8298	.			35	
Main St. @ Myrtle (Mobil station)	8295	.			36	
Main St. @ Chestnut (St. Patrick's Church)	8296	.			37	
166 Main St. @ CETA Bldg. (Opp. fire station)	8297	.			38	
Main St, before Watertown Sq (No sign; Union Market Nat'l Bank)	82971	.			39	
Arsenal St @ Merit Station (No sign)	14311	.			40	
Arsenal St. @ Irving St. (No sign, Motor Inn)	1432	.			41	
Arsenal St. @ Beacon Park	1433	.			42	
197-199 Arsenal St. @ Beachwood Av. (No sign, opp. discount mattress)	1434	.			43	
Arsenal St. @ Louise (No sign, General Tire)	1435	.			44	
Arsenal St. Opp. School St. (No sign, former Arsenal on right)	1436	.			45	
Arsenal St. @ Govt. Materials Drwy. (Shelter, no sign, #465)	1437	.			46	
Arsenal St. Opp. Ex-Goodrich Drwy. (No sign)	1438	.			47	
Arsenal St. Opp. Watertown Mall (No sign, Westend Ann & Hope store)	1440	.			48	
Arsenal St. Opp. Elm St. (No sign)	1441	.			49	
Arsenal St. Opp. Arlington St. (No sign, East end Ann & Hope, opp. Sunoco)	1442	.			50	
516 Western Av. @ Mackin St. (Stanley Auto Body)	1043	.			51	
482 Western Av. @ Richardson St. (Lumber, kitchen cabinets)	1044	.			52	

Route No. 70.0Page 3

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	31	
450 Western Av. @ Geo. H. Wahn Co.	1045	.			53	
Western Av. @ Waverly St. (California Paints)	1046	.			54	
Western Av. @ Star Market (Shelter)	1047	.			55	
342 Western Av. Opp. Skating Rink (bent sign, Snyder Leather)	1048	.			56	
Western Av. @ Everett St. (State Street Bank)	1049	.			57	
Western Av. @ Riverdale St. (Opp. Stonewall)	1589	.			58	
Western Av. @ N. Harvard St. (Citgo Stn.)	1050	.			59	
Western Av. @ Cadillac Pt./Smith St. (No sign, VW dealer)	1051	.			60	
Western Av. @ Pepsi-Cola	1052	.			61	
60 Western Ay. @ Penn Cntl. Dwy. (No sign)	1053	.			62	
Western Av. @ Sold. Fld. Rd. (Opp. parking garage)	1054	.			63	
River St. 284' E. of Memorial Dr. (Elbery Ford)	1055	.			64	
River St. 112' W. of Fairmont St. (Cambridge Auto Parts)	1056	.			65	
River St. @ Laurel St. (Opp. Howard St.)	1057	.			66	
River St. @ Kinnaird St./Pleasant St. (No sign)	1058	.			67	
River St. @ Green 110' E. of Franklin	1059	.			68	
Central Sq.-Mass. Av. at subway entrance	52731	.			69	
		.			70	
		.			71	
		.			72	
		.			73	
		.			74	
		.			75	
		.			76	
		.			77	
		.			78	



Route Name Central Sq., Cambridge to Watertown Sq.

Date \_\_\_\_\_

Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

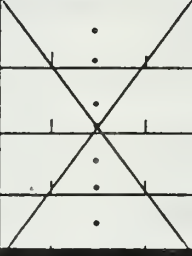
Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 2 6 7 11  
day=1) ☐ 70.2 0 ☐ 15 am  
☐ 2 ☐ 6 ☐ 7 ☐ 11 ☐ 2 pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Central Sq. (Mass. Ave. at subway entrance)	52731	.			01	
Greene St. @ Magazine St.	1060	.			02	
Western Av. @ Kinnaird	1061	.			03	
Western Av. @ Howard St. (Riverside-Cambridgeport Community Corp.)	1062	.			04	
Western Av. E. of Dodge St. (Phil's Variety)	1063	.			05	
Western Av. @ Putnam Av. (Western Front Dance Club)	1064	.			06	
Western Av. 163' E. of Memorial Dr. (Before bridge over river)	1065	.			07	
Western Av. @ Sold. Fld. Rd. (Red brick garage)	1066	.			08	
Western Ave. @ Penn Ctrl. Dr. (No sign)	1067	.			09	
Western Ave. @ WGBH-TV	1068	.			10	
Western Ave. @ Stadium Way (Shelter, Health Center)	1069	.			11	
Western Ave. @ N. Harvard St. (Opp. Citgo Station)	1070	.			12	
248 Western Ave. opp. Riverdale St. (Stone wall, before Honda Specialists)	1071	.			13	
Western Ave. @ Everett (Stadium Auto Body)	1072	.			14	
Western Ave. @ Skating Rink	1073	.			15	
Western Ave. opp. Star Mkt. Pkg.	1074	.			16	
Western Ave. opp. Litchfield St. (Green fence, grey brick building)	1075	.			17	
Western Ave. @ 449 (Modern Classic Autos)	1076	.			18	
Western Ave. opp. Richardson St. (Opp. Lumber Company)	1077	.			19	
Western Ave. @ Sold. Fld. Rd. (Boat House)	1078	.			20	
Arsenal St. @ Arlington St. (3-decker house beyond Sunoco Station)	1443	.			21	
Arsenal St. @ Elm St. (Friendly's, no bus stop sign)	1444	.			22	
Arsenal St. beyond driveway @ Bradlees	1445	.			23	
Arsenal St. @ Butts & Ordway Co. (No bus stop sign)	1447	.			24	
Arsenal St. @ School St. (No sign)	1448	.			25	
Arsenal St. Opp. Louise St. (General Tire, no bus stop sign)	1449	.			26	

Route No. 70.2Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Arsenal St. Opp. Beechwood St. (No sign, waterbed store)	1450				27	
162 Arsenal St. Opp. Beacon Pk. (No sign this side, sign opposite)	1451				28	
Arsenal St. @ Irving St. (No sign, Mobil Station)	1452				29	
Arsenal St. @ Taylor St. (No sign, Quality Foreign Cars, Inc.)	1453				30	
Watertown Yard	900				31	
					32	
					33	
					34	
					35	
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					38	
					39	
					40	
					41	
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					49	
					50	
					51	
					52	

Route Name WATERTOWN SQUARE TO CENTRAL SQUARE, CAMBRIDGE

Date                     

Begin            End           

Weather                      Checker                       
Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Day            Route No.            Dir.            Leave Terminal            Leave Terminal            <sup>15</sup>  
-1 ☐ am Tokens                       
-2 ☐ pm Pennies                     

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Watertown Yard	900	.			01	
Arsenal St @ Merit Station (No sign)	14311	.			02	
Arsenal St. @ Irving St. (No sign, Motor Inn)	1432	.			03	
Arsenal St. @ Beacon Park	1433	.			04	
197-199 Arsenal St. @ Beachwood Av. (No sign, opp. Discount Mattress)	1434	.			05	
Arsenal St. @ Louise (No sign, General Tire)	1435	.			06	
Arsenal St. Opp. School St. (No sign, former Arsenal on right)	1436	.			07	
Arsenal St. @ Govt. Materials Drwy. (Shelter, no sign, #465)	1437	.			08	
Arsenal St. Opp. Ex-Goodrich Drwy. (No sign)	1438	.			09	
Arsenal St. Opp. Watertown Mall (No sign, Westend Ann & Hope store)	1440	.			10	
Arsenal St. Opp. Elm St. (No sign)	1441	.			11	
Arsenal St. Opp. Arlington St. (No sign, East end Ann & Hope, opp. Sunoco)	1442	.			12	
516 Western Av. @ Mackin St. (Stanley Auto Body)	1043	.			13	
482 Western Av. @ Richardson St. (Lumber, kitchen cabinets)	1044	.			14	
450 Western Av. @ Geo. H. Wahn Co.	1045	.			15	
Western Av. @ Waverly St. (California Paints)	1046	.			16	
Western Av. @ Star Market (Shelter)	1047	.			17	
342 Western Av. Opp. Skating Rink (bent sign, Snyder Leather)	1048	.			18	
Western Av. @ Everett St. (State Street Bank)	1049	.			19	
Western Av. @ Riverdale St. (Opp. stone wall)	1589	.			20	
Western Av. @ N. Harvard St. (Citgo Stn.)	1050	.			21	
Western Av. @ Cadillac Pt./Smith St. (No sign, VW dealer)	1051	.			22	
Western Av. @ Pepsi-Cola	1052	.			23	
60 Western Av. @ Penn Cntl. Dwy. (No sign)	1053	.			24	
Western Av. @ Sold. Fld. Rd. (Opp. parking garage)	1054	.			25	
River St. 284' E. of Memorial Dr. (Elbery Ford)	1055	.			26	

Route No. 70.2

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
River St. 112' W. of Fairmont St. (Cambridge Auto Parts)	1056	<div></div>	<div></div>	<div></div>	27	
River St. @ Laurel St. (Opp. Howard St.)	1057	<div></div>	<div></div>	<div></div>	28	
River St. @ Kinnaird St./Pleasant St. (No sign)	1058	<div></div>	<div></div>	<div></div>	29	
River St. @ Green 110' E. of Franklin	1059	<div></div>	<div></div>	<div></div>	30	
Central Sq.-(Mass. Av. at subway entrance)	52731	<div></div>	<div></div>	<div></div>	31	
		<div></div>	<div></div>	<div></div>	32	
		<div></div>	<div></div>	<div></div>	33	
		<div></div>	<div></div>	<div></div>	34	
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		<div></div>	<div></div>	<div></div>	52	

Route  
Name CENTRAL SQUARE TO RINDGE AVENUE

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time Actual Time

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. \_\_\_\_\_ Dir. \_\_\_\_\_ Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
1 \_\_\_\_\_ 2 83.1 3 0 4 \_\_\_\_\_ 5 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 8 \_\_\_\_\_ 9 \_\_\_\_\_ 10 \_\_\_\_\_ 11 \_\_\_\_\_  
nday=1) \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
River St. @ Western Avenue EOL	2445	.			01	
Prospect St @ Bishop Allen Drive	2446	.			02	
Prospect St @ Harvard St (Opp Bread & Circus)	2447	.			03	
Prospect St @ Broadway	2448	.			04	
Prospect St @ Gardner Road	2449	.			05	
Prospect St @ Hampshire St (Kent. Fried Chicken)	2450	.			06	
Hampshire St @ Cambridge (Inman Sq, opp fire station, shelter)	2451	.			07	
23 Beacon St @ Concord Avenue	2452	.			08	
Beacon St @ Buckingham St (Foodmaster)	2453	.			09	
#91 Beacon St @ Calvin (No sign, opp side has sign)	2454	.			10	
Beacon St @ 406 Washington (No sign, opp side has sign)	2455	.			11	
Beacon St @ Properzi Way (AMC/Renault)	2456	.			12	
Beacon St @ Park St (Dodakin's Cars)	2457	.			13	
Park St Opp Ivaldo (No sign on either side)	24571	.			14	
545 Somerville Ave @ Central (Gus' Sunoco)	2618	.			15	
Somerville Ave Opp MDC Rink (No sign, opp side has sign)	2619	.			16	
593 Somerville Ave @ Spring St (Opp Club III)	2620	.			17	
Somerville Ave @ Ibbetson St (Opp car wash)	2458	.			18	
Somerville Ave @ Christy's Market	24581	.			19	
785 Somerville Ave @ Beacon Terrace	2459	.			20	
Mass Ave @ Porter Square (Dunkin Donuts)	2460	.			21	
Mass Ave (#1939, opp red brick temple, before Allen St)	24601	.			22	
Mass Ave @ Beech Street (Church)	2317	.			23	
Mass Ave opp Walden St Bef Russl (Red brick apartments)	2318	.			24	
Rindge Avenue @ Massachusetts Avenue	2461	.			25	
Rindge Ave opp a school (Stop on other side of street)	24611	.			26	

Route No. 83.1Page 2

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Rindge Ave @ Rice St (Opp Cath. Church)	2462	<div>•</div>			27	
Rindge Ave @ Clay St (Opp Cemetery)	24621	<div>•</div>			28	
Rindge Ave @ Clifton (Opp red brick apts)	2463	<div>•</div>			29	
Comeau Playground Loop (Shelter)	2425	<div>•</div>			30	
		<div>•</div>			31	
		<div>•</div>			32	
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		<div>•</div>			52	

Route  
Name RINDGE AVE. TO CENTRAL SQUARE

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time Actual Time

Cash \_\_\_\_\_

Day Route No. Dir. Leave Terminal Leave Terminal  
day=1) ☐ 1 83.1 2 1 6 7 11 15  
-1 ☐ am  
-2 ☐ pm

Tokens \_\_\_\_\_  
Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
Comeau Playground Loop - EOL (shelter)	2425	.			01	
Rindge Ave Opp Clifton St (Red brick apts)	2426	.			02	
Rindge Ave. Opp Jackson (No sign either side)	2427	.			03	
Rindge Ave @ Middlesex (Mother Goose Kids Shop)	2428	.			04	
Rindge Ave Bef. Haskell St. (By school)	24281	.			05	
Rindge Ave. @ Massachusetts Ave.	2429	.			06	
Mass Ave @ Walden St (Shelter)	2299	.			07	
Mass Ave @ Porter Rd #1 (Camb. Sav. Bank)	2300	.			08	
Mass Ave @ Porter Rd (Averof Rest'nt)	23001	.			09	
820 Somerville Ave. @ Mass Ave (Putnam Furniture Outlet)	2430	.			10	
Somerville Ave. Opp Beacon Terr.	2431	.			11	
Somerville Ave. Opp Christy's Market	2432	.			12	
Somerville Ave. @ Sacramento	2589	.			13	
594 Somerville Ave @ Garden (Club III)	2590	.			14	
MDC Rink	2591	.			15	
Somerville Ave @ Park (Opp Sunoco Stn)	2592	.			16	
Park St @ Ivaldo (No sign either side)	25921	.			17	
Park St @ Beacon (Dodakins Cars)	2433	.			18	
157 Beacon Street (Opp AMC/Renault)	2434	.			19	
Beacon St @ Washington St	2435	.			20	
Beacon St @ Smith Ave (Opp Calvin St)	2436	.			21	
Beacon St @ Cooney St (Beacon Diner)	2437	.			22	
Beacon St @ Concord Ave (Sumerset Supply Co.)	2438	.			23	
Hampshire St @ Inman St (Inman Sq; shelter)	2439	.			24	
Prospect St @ St Marys Road	2440	.			25	
175 Prospect @ Broadway (Store 24)	2441	.			26	

Route No. 83.1

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Prospect St @ Harvard (St Marys; no sign, but on other side, yes)	2442	<div>•</div>			27	
Prospect St @ Bishop Allen Drive	2443	<div>•</div>			28	
Western Ave @ Green St (No sign)	2444	<div>•</div>			29	
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Route  
Name CAMBRIDGE CENTER/MIT TO SPRING HILL

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time Actual Time

Cash \_\_\_\_\_

Day Route No. Dir. Leave Terminal Leave Terminal  
day=1) ☐ 1 85.0 0 ☐ 7 ☐ 11  
15  
-1 ☐ am  
-2 ☐ pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Broadway @ Dept of Transportation (between 6th, 3rd Street)	2231	.			01	
Broadway @ Hampshire (No sign either side of street)	2232	.			02	
Hampshire St @ Portland St (No sign either side of street)	2521	.			03	
Hampshire St @ Webster (Opp Data Packing Co.)	2522	.			04	
Hampshire St @ Plymouth/Windsor (Opp Windsor Tap)	2523	.			05	
Hampshire St @ Columbia (No sign either side of street)	2524	.			06	
Columbia St @ Lincoln St	2525	.			07	
Columbia St @ Cambridge	2526	.			08	
Webster Ave @ Norfolk (No stop either side)	2527	.			09	
Webster Ave @ Prospect (No sign either side)	2528	.			10	
Newton St @ Webster Ave (Charlie's Auto Sales)	2530	.			11	
Prospect St @ Somerville Ave (Opp Dunkin Donuts)	2531	.			12	
Washington St @ Bonner Avenue (Tavern)	2612	.			13	
Bow Street @ Warren Avenue (Somerset Savings Bank)	2613	.			14	
Bow Street @ Wesley Park (Health Stop)	2614	.			15	
Summer St @ School St (No sign; other side, yes)	2533	.			16	
Summer St Opp Greene St (The Somerville Home)	2532	.			17	
139 Summer St Opp Carter Terrace (No sign)	2534	.			18	
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Route Name SPRING HILL TO CAMBRIDGE CENTER/MIT

Date                      Begin            End           

Weather                      Checker                     

Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Day            Route No.            Dir.            Leave Terminal            Leave Terminal            15            am  
 1            2            6            7            11            2            pm

Tokens                     

Pennies                     

STOP NAME	15 NO.	21 TIME	25 ONS	28 OFFS	31	
Avon Street @ Central Street(Pkng. lot)	2519	.			01	
Avon Street @ School St (Red brick bldng)	2520	.			02	
Summer St @ School St (Victory Spa)	2507	.			03	
14-16 Summer St @ Vinal (Opp school)	2508	.			04	
53 Bow St Opp Vietnam Post #1	2574	.			05	
370 Somerville Ave @ Carlton (No sign)	2595	.			06	
Union Sq/Somerville Ave @ Wash St	2510	.			07	
Webster Ave @ Newton	2512	.			08	
Webster Ave @ Norfolk (No sign either side)	2513	.			09	
Webster Ave @ Cambridge (No sign)	2514	.			10	
Windsor St @ Lincoln St	2515	.			11	
Windsor St @ Hampshire	2516	.			12	
Hampshire St @ Clark	2517	.			13	
Hampshire St @ Broadway (No sign either side)	2518	.			14	
Broadway @ RR Crossing (No sign either side)	2228	.			15	
Broadway @ Sixth (Jordan Pl) Opp Dept of Transportation)	2229	.			16	
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Route Name UNION SQUARE, ALLSTON TO SULLIVAN STATION

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_ Seating Capacity \_\_\_\_\_ Checker \_\_\_\_\_  
Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_ Route No. 86.6 Dir. 0 Leave Terminal \_\_\_\_\_ Leave Terminal \_\_\_\_\_  
day=1) \_\_\_\_\_ 1 2 6 7 11 \_\_\_\_\_  
Tokens \_\_\_\_\_ Pennies \_\_\_\_\_

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31
Cambridge St. Opp. #461 (Shelter, Fire Stn.)	1111	.			01
Cambridge St @ Harvard Ave (Before inters)	1112	.			02
Cambridge St. @ Linden St. (Shelter)	1113	.			03
Camb St Opp 243 N Harv St (Before traffic lights)	1114	.			04
N Harvard St @ Empire St (Just past Merit Station)	2558	.			05
N Harvard St @ Hopedale St	9426	.			06
N Harvard St @ Oxford (Bef a church, opp side)	2559	.			07
N. Harvard St. @ Kingsley	2560	.			08
N. Harvard St. @ Western Ave. (Traffic lights)	2561	.			09
130-184 N. Harvard St. @ Apts. (In front of Dorms)	2562	.			10
N. Harvard St. @ Stadium Gate	2563	.			11
N. Harvard St. @ Harv. Bus Sch Dr	2564	.			12
Boylston St. Opp Eliot	2565	.			13
Harvard Square @ Johnson Gate (Dorms on right)	2566	.			14
Quincy Street @ Gund Hall (Just after left turn)	2567	.			15
40 Kirkland St @ Summer Street	2568	.			16
Kirkland St. @ Trowbridge	2569	.			17
Washington @ Beacon (Traffic lights)	2570	.			18
Washington @ Calvin	2571	.			19
Washington @ Perry St.	25711	.			20
312 Washington @ Bowdoin	25712	.			21
268 Washington @ Kingman	25713	.			22
290 Somerville Ave. (Dunkin Donuts)	25714	.			23
Washington @ Merriam St. (Opp. Speedy Muffler King)	2773	.			24
Washington @ McGrath Hwy. (Bef overpass, intersection)	2774	.			25
Washington St. @ McGrath Hwy. (After over-pass intersection)	2775	.			26

Route No. 86.6

Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
Washington St. Opp. Franklin St. (Liquor store)	2776	<div></div>			27	
Opp. #57 Washington @ Charles (Apartments)	2777	<div></div>			28	
Washington @ Cobble Hill Rd. (Holiday Inn)	2778	<div></div>			29	
Cambridge Opp. Brighton St. (Opp. Donut Maker)	2779	<div></div>			30	
Cambridge @ Spice (Just after overpass)	2780	<div></div>			31	
New Sullivan Sq. Stn. EOL (Orange Line T Station, Upper Level)	2874	<div></div>			32	
		<div></div>			33	
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		<div></div>			52	

Route Name SULLIVAN STATION TO UNION SQUARE, ALLSTON

Date                     

Begin            End           

Weather                      Checker                     

Seating Capacity                      Scheduled Time                      Actual Time                     

Cash                     

Day            Route No.            Dir.            Leave Terminal            Leave Terminal            15  
 1            2            6            7            11            -1            am  
 -2            pm

Tokens                     

Pennies                     

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
New Sullivan Sq. Sta. EOL (Orange Line T Station, Lower Level)	28741	.			01	
Cambridge St. @ Maffa Way (After Celtic Tavern; in front of busway, pkng lot)	2756	.			02	
Cambridge St. @ Brighton St.	2757	.			03	
Opp 116 Cambridge St. @ Parker St. (Gibbs gas station)	2758	.			04	
Washington St. @ Florence St. (carwash)	2759	.			05	
Washington St. @ Franklin (Parise's Cafe)	2760	.			06	
Washington St. @ Tufts (Before overpass, no sign)	2761	.			07	
Washington St. @ McGrath Hwy. (Right under McGrath Hwy.)	2762	.			08	
Washington St. @ Boston (Girls & Boys Club)	2763	.			09	
227 Wash'n St. @ Merriam	2610	.			10	
Washington St. @ Bonner Ave.	2612	.			11	
Wash'n St. @ Webster (Union Sq., after intersection)	2613	.			12	
311 Washington St. (Opp. Parker)	2615	.			13	
Wash'n @ Leland	2616	.			14	
Washington @ Dane	2545	.			15	
Washington @ Beacon (Wine Cask Liquors)	2546	.			16	
Kirkland St. Opp. Trowbridge	2547	.			17	
Kirkland @ Divinity School (Tall white bldg)	2548	.			18	
Harvard Square @ Dawes Island	2549	.			19	
Boylston St. @ Eliot St. (Front of Red brick bldg)	2550	.			20	
N. Harvard St. Opp. Harv. Bus. Sch. (Stadium)	2551	.			21	
145 N. Harv. St. @ Harv. Press Dr. (Stadium)	2552	.			22	
N. Harv. St. Opp. #130 (Dorms on left; track on right)	9584	.			23	
N. Harvard St. @ Western Ave.	2553	.			24	
N. Harv. St. @ Franklin St. (Star Expans)	2554	.			25	
N. Harvard St. @ Coolidge Rd.	2555	.			26	

Route No. 86.6Page 2

STOP NAME	<sup>16</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
N. Harvard St. Opp Hopedale St.	2556	.			27	
241 Camb. St. @ N. Harv. (After turn; Traffic lights)	1191	.			28	
Camb. St. @ Royal (Top of bridge)	1192	.			29	
Harvard Ave @ Cambridge St (No sign)	2648	.			30	
Harvard Ave. @ Brighton Ave. (No sign)	2557	.			31	
Brighton Ave. Opp. Quint Ave. (No sign)	964	.			32	
Brighton Ave. @ Craftsman St. (Fire Stn.)	965	.			33	
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Route Name CENTRAL SQUARE, CAMBRIDGE TO SULLIVAN SQUARE

Date \_\_\_\_\_

Begin \_\_\_\_\_ End \_\_\_\_\_

Weather \_\_\_\_\_ Checker \_\_\_\_\_  
Seating Capacity \_\_\_\_\_ Scheduled Time \_\_\_\_\_ Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Day 1 Route No. 91.0 Dir. 0 Leave Terminal 7 Leave Terminal 11 <sup>15</sup> ☐ am ☐ pm

STOP NAME	<sup>15</sup> NO.	<sup>21</sup> TIME	<sup>25</sup> ONS	<sup>28</sup> OFFS	<sup>31</sup>	
River St. @ Western Avenue EOL	2445	.			01	
Prospect St. @ Bishop Allen Dr.	2446	.			02	
Prospect St. @ Harvard St.	2447	.			03	
Prospect St. @ Broadway (No sign)	2448	.			04	
Prospect St. @ Gardner Road	2449	.			05	
Prospect St. @ Hampshire St. (Bef inters)	2450	.			06	
Hampshire St. @ Cambridge (Inman Sq)	2451	.			07	
#45 Springfield @ Houghton St.	2768	.			08	
Springfield @ Concord Ave. (By stop sign)	2769	.			09	
Newton St. @ Webster Ave. (Charlies Auto Sales)	2530	.			10	
Prospect @ Somerville (Opp. Dunkin Donuts)	2531	.			11	
Washington @ Merriam St. (Opp. Speedy Muffler King)	2773	.			12	
Washington @ McGrath Hwy. (Bef overpass, intersection)	2774	.			13	
Washington St. @ McGrath Hwy. (After overpass, intersection)	2775	.			14	
Washington St. Opp. Franklin St. (Liquor Store)	2776	.			15	
Opp. #57 Washington @ Charles (Apartments)	2777	.			16	
Washington @ Cobble Hill Rd (Holiday Inn)	2778	.			17	
Cambridge Opp. Brighton St. (Opp. Donut Maker)	2779	.			18	
Cambridge @ Spice (Just after overpass)	2780	.			19	
New Sullivan Sq. Stn. (Orange Line T Station, Upper Level)	2874	.			20	
		.			21	
		.			22	
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Route Name Sullivan Square to Central Square, Cambridge

Date \_\_\_\_\_  
Begin End

Weather \_\_\_\_\_

Checker \_\_\_\_\_

Seating Capacity \_\_\_\_\_

Scheduled Time \_\_\_\_\_

Actual Time \_\_\_\_\_

Cash \_\_\_\_\_

Day \_\_\_\_\_

Route No. \_\_\_\_\_

Dir. \_\_\_\_\_

Leave Terminal \_\_\_\_\_

Leave Terminal \_\_\_\_\_

15  
-1 ☐ am  
-2 ☐ pm

Tokens \_\_\_\_\_

Pennies \_\_\_\_\_

Sunday=1) ☐

1

91.0  
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11

STOP NAME	16 NO.	21 TIME	25 ONS	28 OFFS	31	
New Sullivan Sq. Stn. (Orange Line T Station, Lower Level)	28741	.			01	
Cambridge St. @ Maffa Way (Just past Celtic Tavern, front of parking lot)	2756	.			02	
Cambridge St. @ Brighton St.	2757	.			03	
Opp 116 Cambridge St. @ Parker St. (Gibbs gas station)	2758	.			04	
Washington St. @ Florence St. (Car wash)	2759	.			05	
Washington St. @ Franklin (Parise's Cafe)	2760	.			06	
Washington St. @ Tufts (Before overpass, no sign)	2761	.			07	
Washington St. @ McGrath Hwy. (Under McGrath Hwy.)	2762	.			08	
Washington St @ Boston (Girls & Boys Club)	2763	.			09	
227 Washington St @ Merriam	2610	.			10	
Washington St. @ Bonner Avenue	2612	.			11	
Webster Ave. @ Washington St. (No sign)	2511	.			12	
Webster Ave. @ Newton (These two stops are very close together)	2512	.			13	
Newton @ Clark	2765	.			14	
Newton @ Concord Ave. (Merger of 2 roads)	2766	.			15	
#62 Springfield @ Concord Ave. (No sign)	2767	.			16	
Hampshire St. @ Inman St. (Inman Sq) (Other side of intersection)	2439	.			17	
Prospect St. @ St Marys Road	2440	.			18	
175 Prospect @ Broadway (Before intersec)	2441	.			19	
Prospect St. @ Harvard (St. Marys) (No sign)	2442	.			20	
Prospect St. @ Bishop Allen Dr.	2443	.			21	
Western Ave. @ Green St.	2444	.			22	
		.			23	
		.			24	
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		.			26	

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APPENDIX L  
RIDERSHIP, SERVICE AND PERFORMANCE DATA

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L.1 Boardings by Time Period

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Central North Bus Study  
Boardings by Time Period

Route =====	Early Morn =====	AM Peak =====	Mid- day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====	ALL DAY =====	% AM/PM Peaks =====	% Non- Peak =====
1.0	576	2782	4659	2780	2879	847	1212	15735	36.0%	64.0%
1.1							126	126	0.0%	100.0%
1T	576	2782	4659	2780	2879	847	1338	15861	35.7%	64.3%
47.0	318	854	1928	953	814	233	631	5731	29.1%	70.9%
47.4	87	857	81	556	421	30		2032	62.9%	37.1%
47T	405	1711	2009	1509	1235	263	631	7763	37.9%	62.1%
57.0	485	2256	2527	1627	1535	721	791	9942	38.1%	61.9%
60.0	199	77	464	328	44	148	102	1362	8.9%	91.1%
60.1		147	3	18	140			308	93.2%	6.8%
60.2						1		1	0.0%	100.0%
60.3	NA					NA	NA	NA	NA	NA
60.4		380			322			702	100.0%	0.0%
60T	199	604	467	346	506	149	102	2373	46.8%	53.2%
63.0	123	516	627	334	482	100		2182	45.7%	54.3%
63.1						48	132	180	0.0%	100.0%
63T	123	516	627	334	482	148	132	2362	42.3%	57.7%
64.5	152	418	322	210	319	119		1540	47.9%	52.1%
65.0	23	451	622	385	363	55		1899	42.9%	57.1%
66.0	440	2040	2866	1618	1323	463	399	9149	36.8%	63.2%
69.0	164	696	874	680	581	154	241	3390	37.7%	62.3%
70.0	458	987	1278	872	948	378	407	5328	36.3%	63.7%
70.2	52	146	38	55	268	17	NA	576	71.9%	28.1%
70.3							NA	NA	NA	NA
70T	510	1133	1316	927	1216	395	407	5904	39.8%	60.2%
83.1	244	1004	923	764	981	265	287	4468	44.4%	55.6%
85.0	17	95	173	61	93	10		449	41.9%	58.1%
86.6	149	985	626	380	773	173	174	3260	53.9%	46.1%
91.0	138	432	717	411	450	112	79	2339	37.7%	62.3%
Total/ Average:	3625	15123	18728	12032	12736	3874	4581	70699	39.4%	60.6%



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## I.2 Weekday Performance

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Central North Bus Study  
Weekday Performance - All Day

Route =====	One-Way Trips =====	One-Way Length =====	Veh Ser Miles =====	Veh Ser Hours =====	Total Boardings =====	Boardings Trip =====	per: Mile =====	Hour =====
1.0	267	6.0	1602.0	188.1	15735	58.9	9.8	83.7
1.1	4	6.9	27.4	2.5	126	31.5	4.6	50.4
1T	271		1629.4	190.6	15861	58.5	9.7	83.2
47.0	107	5.2	553.7	67.9	5731	53.6	10.3	84.4
47.4	56	3.2	176.4	24.2	2032	36.3	11.5	84.0
47T	163		730.1	92.1	7763	47.6	10.6	84.3
57.0	253	5.5	1385.2	139.9	9942	39.3	7.2	71.1
60.0	66	5.1	335.0	32.9	1362	20.6	4.1	41.4
60.1	18	2.8	50.0	7.1	308	17.1	6.2	43.4
60.2	1	1.2	1.2	0.1	1	1.0	0.8	10.0
60.3	5	3.5	17.4	1.0	NA	NA	NA	NA
60.4	19	4.6	86.5	10.6	702	36.9	8.1	66.2
60T	109		489.9	51.7	2373	21.8	4.8	45.9
63.0	71	4.5	317.7	35.3	2182	30.7	6.9	61.8
63.1	12	5.5	65.7	5.6	180	15.0	2.7	32.1
63T	83		383.4	40.9	2362	28.5	6.2	57.8
64.5	70	4.4	304.5	34.1	1540	22.0	5.1	45.2
65.0	58	4.1	237.8	32.3	1899	32.7	8.0	58.8
66.0	191	3.9	740.1	113.2	9149	47.9	12.4	80.8
69.0	119	2.5	291.6	40.7	3390	28.5	11.6	83.3
70.0	86	9.6	823.5	80.5	5328	62.0	6.5	66.2
70.2	26	4.3	111.8	12.3	576	22.2	5.2	46.8
70.3	2	7.2	14.4	0.9	NA	NA	NA	NA
70T	114		949.7	93.7	5904	51.8	6.2	63.0
83.1	106	3.4	363.1	48.7	4468	42.2	12.3	91.7
85.0	40	2.4	96.0	12.6	449	11.2	4.7	35.6
86.6	92	4.6	423.2	57.5	3260	35.4	7.7	56.7
91.1	110	2.6	280.5	37.7	2339	21.3	8.3	62.0
Total/ Average:	1779		8304.4	985.7	70699	39.7	8.5	71.7

Central North Bus Study  
Boardings per Vehicle Trip by Time Period

Route =====	Early Morn =====	AM Peak =====	Mid- day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====	ALL DAY =====
1.0	33.9	71.3	63.0	84.2	72.0	31.4	32.8	58.9
1.1							31.5	31.5
1T	33.9	71.3	63.0	84.2	72.0	31.4	32.6	58.5
47.0	35.3	71.2	64.3	68.1	58.1	29.1	31.6	53.6
47.4	21.8	34.3	40.5	46.3	35.1	30.0		36.3
47T	31.2	46.2	62.8	58.0	47.5	29.2	31.6	47.6
57.0	40.4	62.7	35.1	46.5	41.5	27.7	22.6	39.3
60.0	22.1	38.5	21.1	32.8	44.0	16.4	7.8	20.6
60.1		18.4	3.0	18.0	17.5			17.1
60.2						1.0		1.0
60.3	NA					NA	NA	NA
60.4		38.0			35.8			36.9
60T	18.1	30.2	20.3	31.5	28.1	13.5	6.8	21.8
63.0	15.4	43.0	27.3	33.4	40.2	16.7		30.7
63.1						48.0	12.0	15.0
63T	15.4	43.0	27.3	33.4	40.2	21.1	12.0	28.5
64.5	21.7	34.8	14.6	23.3	26.6	14.9		22.0
65.0	23.0	37.6	27.0	42.8	36.3	18.3		32.7
66.0	24.4	65.8	52.1	62.2	49.0	35.6	19.0	47.9
69.0	23.4	46.4	28.2	35.8	36.3	12.8	12.7	28.5
70.0	50.9	82.3	60.9	67.1	79.0	34.4	50.9	62.0
70.2	13.0	18.3	19.0	27.5	33.5	17.0	NA	22.2
70.3							NA	NA
70T	39.2	56.7	57.2	61.8	60.8	32.9	37.0	51.8
83.1	24.4	50.2	42.0	50.9	54.5	26.5	26.1	42.2
85.0	5.7	11.9	11.5	10.2	15.5	5.0		11.2
86.6	16.6	61.6	28.5	29.2	48.3	24.7	17.4	35.4
91.0	19.7	27.0	18.4	25.7	30.0	16.0	7.9	21.3
Total/ Average:	26.3	51.7	39.3	50.4	46.7	25.2	22.5	40.0

Central North Bus Study  
Boardings per Vehicle Service Mile by Time Period

Route =====	Early Morn =====	AM Peak =====	Mid- day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====	ALL DAY =====
1.0	5.6	11.9	10.5	14.0	12.0	5.2	5.5	9.8
1.1							4.6	4.6
1T	5.6	11.9	10.5	14.0	12.0	5.2	5.4	9.7
47.0	6.8	13.8	12.4	13.2	11.2	5.6	6.1	10.3
47.4	6.9	10.9	12.9	14.7	11.1	9.5		11.5
47T	6.8	12.1	12.4	13.7	11.2	5.9	6.1	10.6
57.0	7.4	11.4	6.4	8.5	7.6	5.1	4.1	7.2
60.0	4.4	7.6	4.2	6.5	8.7	3.2	1.5	4.1
60.1		6.6	1.1	6.5	6.3			6.2
60.2						0.8		0.8
60.3	NA					NA	NA	NA
60.4		11.7			7.9			8.1
60T	3.8	9.3	4.1	6.5	7.4	3.0	1.4	4.8
63.0	3.4	9.6	6.1	7.5	9.0	3.7		6.9
63.1						8.8	2.2	2.7
63T	3.4	9.6	6.1	7.5	9.0	4.6	2.2	6.2
64.5	5.0	8.0	3.4	5.4	6.1	3.4		5.1
65.0	5.6	9.2	6.6	10.4	8.9	4.5		8.0
66.0	6.3	17.0	13.4	16.1	12.6	9.2	4.9	12.4
69.0	9.6	18.9	11.5	14.6	14.8	5.2	5.2	11.6
70.0	5.3	8.6	6.4	7.0	8.3	3.6	5.3	6.5
70.2	3.0	4.2	4.4	6.4	7.8	4.0	NA	5.2
70.3							NA	NA
70T	4.9	7.6	6.3	7.0	8.1	3.6	4.3	6.2
83.1	7.1	14.7	12.2	14.9	15.9	7.7	7.6	12.3
85.0	2.4	4.9	4.8	4.2	6.5	2.1		4.7
86.6	3.6	13.4	6.2	6.4	10.5	5.4	3.8	7.7
91.0	7.7	10.6	7.2	10.1	11.8	6.3	3.1	8.3
Total/ Average:	5.6	11.7	8.4	10.9	10.2	5.1	4.5	8.6

MBTA Standard: Peak Periods: 2.5 pass/VSM; Off-Peak: 1.5 pass/VSM  
unless 75% or more riders do not have an auto or 15% or more are  
elderly, then the off-peak standard is reduced to 1.0 pass/VSM.

# Central North Bus Study

## Boardings per Vehicle Service Hour by Time Period

Route =====	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====	ALL DAY =====
1.0	51.9	101.9	88.9	111.2	96.0	44.3	52.0	83.7
1.1							50.4	50.4
1T	51.9	101.9	88.9	111.2	96.0	44.3	51.9	83.2
47.0	64.9	106.8	96.4	90.8	77.5	58.3	63.1	84.4
47.4	51.2	82.4	101.3	103.0	78.0	66.7		84.0
47T	61.4	93.0	96.6	94.9	77.7	59.1	63.1	84.3
57.0	80.8	113.9	66.9	77.5	69.1	46.2	45.2	71.1
60.0	52.4	77.0	39.0	56.6	88.0	32.9	18.9	41.4
60.1		49.0	7.5	43.2	42.4			43.4
60.2						10.0		10.0
60.3	NA					NA	NA	NA
60.4		76.0			57.5			66.2
60T	46.3	67.1	38.0	55.7	53.8	30.6	18.1	45.9
63.0	37.3	86.0	54.5	66.8	80.3	28.6		61.8
63.1						96.0	25.7	32.1
63T	37.3	86.0	54.5	66.8	80.3	37.0	25.7	57.8
64.5	58.5	69.7	29.3	46.7	53.2	29.8		45.2
65.0	46.0	75.2	49.8	74.0	58.1	28.9		58.8
66.0	63.8	131.6	86.8	118.5	49.7	65.7	38.0	80.8
69.0	86.3	92.8	84.9	86.1	96.8	37.6	43.5	83.3
70.0	84.8	164.5	60.9	64.6	79.0	36.0	50.9	66.2
70.2	34.7	36.5	42.2	61.1	67.0	34.0	NA	46.8
70.3							NA	NA
70T	73.9	113.3	60.1	64.4	76.0	35.9	43.3	63.0
83.1	90.4	100.4	83.9	101.9	109.0	60.2	69.5	91.7
85.0	28.3	23.8	33.9	30.5	46.5	14.3		35.6
86.6	42.6	123.1	37.9	43.8	77.3	44.4	34.8	56.7
91.0	61.8	54.0	53.9	68.5	80.4	44.8	31.6	62.0
Total/ Average:	61.0	97.7	69.5	85.7	74.6	44.2	45.3	72.2

MBTA Standard: 30 pass/VSH unless 75% or more do not have an auto or 15% or more are elderly, then standard is 20 pass/VSH.

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### L.3 Peak Load Locations

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# Central North - Weekday

When more than one peak load point is listed for a time period, the multiple points are equal in value unless flagged by a "\*".

In such a case, the points are not equal but close in value.

	<u>IN</u>	<u>OUT</u>
	ROUTE 1.0	
AM Peak	74 Mass. Ave. opp. Smart St.	89 Mass. Ave. @ St. Botolph St.
PM Peak	84 Mass. Ave. @ Tremont St.	100 Mass. Ave. @ Front St.
Sch Peak	83 Mass. Ave. @ Columbus Ave.	
	84 Mass. Ave. @ Tremont St.	101 Mass. Ave. @ Main St.
Other	73 Mass. Ave. @ Sidney St.	99 Mass. Ave. @ Albany St.
	ROUTE 1.1	
Other	75 Mass. Ave. opp. M.I.T.	1011 Mass. Ave. @ Douglas St.
	ROUTE 47.0	
AM Peak	1768 Putnam St. @ Magazine*	1798 Ruggles St. @ Parker St.*
	1769 Magazine St. @ Chestnut	1799 Ruggles St. @ Huntington Ave.
PM Peak	17841 Ruggles St. @ Huntington	1806 Brookline Ave. @ Fenway
	1781 200 Longwood Ave.	
Sch Peak	1781 200 Longwood Ave.	1803 Longwood Ave. @ Blackfan St.
Other	1785 Ruggles St. @ Annunciation Rd.	1798 Ruggles St. @ Parker St.
		1797 Ruggles St. @ Forsyth
	ROUTE 47.4	
AM Peak	4 Washington St. @ E. Lenox St.	23 Tremont St. @ Ruggles St.
PM Peak	1785 Ruggles St. @ Annunciation Rd.	1791 Harrison Ave. @ E. Lenox St.
		62 Washington St.
Sch Peak	17841 Ruggles St. @ Huntington	22 Melina Cass Blvd. @ Kerr Way
	1785 Ruggles St. @ Annunciation Rd.	
Other	1787 Washington St. @ Worcester Sq.	1799 Ruggles St. @ Huntington Ave.*
		1798 Ruggles St. @ Parker St.
	ROUTE 57	
AM Peak	932 Commonwealth Ave. @ Naples	968 Cambridge St. opp. Eleanor
PM Peak	923 642 Cambridge St. @ Eleanor	959 Comm. Ave. @ #1075
Sch Peak	923 642 Cambridge St. @ Eleanor*	959 Comm. Ave. @ #1075
	925 506 Cambridge St. @ Barrows St.	
Other	925 506 Cambridge St. @ Barrows St.	969 Cambridge St. @ Dustin
	ROUTE 60.0	
AM Peak	1559 Brookline Ave. @ Deaconess Rd.	1534 Boylston St. @ Sumner Rd.
	1804 Brookline Ave. @ Longwood Ave.	
PM Peak		1528 High St. opp. Edgehill Rd.
Sch Peak	1561 Brookline Ave. @ Boylston St.	1527 Walnut St. @ High St.
Other	1555 Washington St. @ Walnut St.	1777 Brookline Ave. @ Pilgrim Rd.

Central North - Weekday

	<u>IN</u>	<u>OUT</u>
	ROUTE 60.1	
AM Peak	1559 Brookline Ave. @ Deaconess Rd.	1518 Brookline Ave. opp. Newbury St.
PM Peak	1561 Brookline Ave. @ Boylston St. - 1563 Brookline Ave. @ Yawkey Way	1524 Brookline Ave. @ Aspinwall Ave.
Sch Peak		1778 Brookline Ave. @ Short St.
Other	899 Kenmore Busway	
	ROUTE 60.2	
Sch Peak	1555 Washington St. @ Walnut St.	
	ROUTE 60.3	
Sch Peak	1545 Boylston St. @ Lee St. 1552 High St. @ Cypress St.	
	ROUTE 60.4	
AM Peak	1588 Boylston St. @ Cypress St.	1520 Brookline Ave. @ Park Drive
PM Peak	1806 Brookline Ave. @ Fenway	1524 Brookline Ave. @ Aspinwall Ave. 1525 Pearl St. @ Brookline Ave.
	ROUTE 63.0	
AM Peak	1042 46 Market St. @ Lothrop	1083 Market St. @ Arlington St.
PM Peak	1057 River St. @ Laurel St. 1059 River St. @ Green	1080 Market St. @ No. Beacon St.
Sch Peak	1041 Market St. @ Lincoln	1080 Market St. @ No. Beacon St.
Other	1042 46 Market St. Lothrop	1080 Market St. @ No. Beacon St.
	ROUTE 63.1	
AM Peak	1113 Cambridge St. @ Linden St.	1064 351 Western Ave. @ Putnam
	ROUTE 64.5	
AM Peak	1119 Opp. # 89 Magazine St. @ Erie	1192 Cambridge St. @ Royal
PM Peak	1117 Putnam Ave. opp. Allston 1119 Opp. # 89 Magazine St. @ Erie	1061 165 Western Ave. @ Kinnaird
Sch Peak	1114 Cambridge St. opp. 243 N. Harvard	1061 165 Western Ave. @ Kinnaird 1063 275 Western Ave. @ Dodge
Other	1119 Opp. # 89 Magazine St. @ Erie 1120 Magazine St. @ McTernan Way	1062 231 Western Ave. @ Howard 1063 275 Western Ave. @ Dodge
	ROUTE 65.0	
AM Peak	1280 Washington St. near Weybridge Rd.* 1281 Washington St. @ Greenough St.	1518 Brookline Ave. opp. Landsdown St.* 1519 Brookline Ave. @ Fullerton
PM Peak	1806 Brookline Ave. @ Fenway* 1561 Brookline Ave. @ Boylston St.	1524 Brookline Ave. @ Aspinwall Ave.

Central North - Weekday

IN

OUT

ROUTE 65.0 (continued)

Sch Peak 1806 Brookline Ave. @ Fenway\*  
 1561 Brookline Ave. @ 132  
 Other 1275 Washington St. @ Evans  
 1276 Washington St. @ Beacon St.

1524 Brookline Ave. @ Aspinwall Ave.  
 1284 Brookline Ave. @ Pearl St.  
 1777 Brookline Ave. @ Pilgrim Rd.

ROUTE 66.0

AM Peak 1311 Harvard St. @ School St.  
 PM Peak 1314 Huntington Ave. @ Jamaicaaway\*  
 1320 Tremont St. @ Whitney  
 Sch Peak 1320 Tremont St. @ Whitney  
 Other 1311 Harvard St. @ School St.

641 New Dudley @ Roxbury  
 1370 Harvard St. near Harvard Court  
 1361 Tremont St. @ Worthington St.  
 13581 Tremont St. @ Parker

ROUTE 69.0

AM Peak 1410 Cambridge St. @ Cardinal Medeiros  
 PM Peak 1405 Cambridge St. @ Prospect St.  
 Sch Peak 1403 Cambridge St. @ Highland Ave.  
 Other 1408 Cambridge St. @ Windsor

1427 Cambridge St. @ Camelia Ave.  
 1421 Cambridge St. @ Berkshire  
 1422 Cambridge St. @ Windsor  
 1422 Cambridge St. @ Windsor

ROUTE 70.0

AM Peak 8296 Main St. @ Chestnut St.  
 PM Peak 1055 River St. 284' E. of Memorial Dr.  
 1056 River St. 112' W. of Fairmont St.  
 Sch Peak 1043 516 Western Ave. @ Mackin St.  
 Other 1053 60 Western Ave. @ Penn Cntl Dwy  
 1054 60 Western Ave. @ Sold. Field Rd.

1063 Western Ave. E. of Dodge St.  
 1064 Western Ave. @ Putnam Ave.  
 88171 233 Main St. opp. Green  
 88171 233 Main St. opp. Green  
 1063 Western Ave. E. of Dodge St.

ROUTE 70.2

AM Peak 1059 River @ Green 110' E. of Franklin  
 PM Peak 1057 River St. @ Laurel St.  
 Sch Peak 1049 Western Ave. @ Everett St. -  
 1051 Western Ave. @ Cadillac Pt/Smith St.  
 Other 1050 Western Ave. @ N. Harvard St. -\*  
 1056 River St. 112' W. of Fairmont St.

1066 Western Ave. @ Sold. Field Rd.  
 1061 Western Ave. @ Kinnaird\*  
 1062 Western Ave. @ Howard St.  
 1064 Western Ave. @ Putnam Ave. -  
 1069 Western Ave. @ Stadium Way  
 1065 Western Ave. 163' E. of Memorial I  
 1069 Western Ave. @ Stadium Way

ROUTE 70.3

Other

1065 Western Ave. 163' E. of Memorial I  
 1070 Western Ave. @ N. Harvard St.

Central North - Weekday

	<u>IN</u>	<u>OUT</u>
	ROUTE 83.1	
AM Peak	2433 Park St. @ Beacon	2619 Somerville Ave. opp. MDC Rink
PM Peak	2433 Park St. @ Beacon	2620 593 Somerville Ave. @ Spring St.
Sch Peak	2434 157 Beacon St.	2448 Prospect St. @ Broadway*
Other	2434 157 Beacon St.	2449 Prospect St. @ Gardner Rd.
	2435 Beacon St. @ Washington St.	2457 Beacon St. @ Park St.
		2452 23 Beacon St. @ Concord Ave.
	ROUTE 85.0	
AM Peak	2516 Windsor St. @ Hampshire	2523 Hampshire St. @ Plymouth/Windsor
PM Peak	2517 Hampshire St. @ Clark	2526 Columbia St. @ Cambridge St.
Sch Peak	2228 Broadway @ RR Crossing	2523 Hampshire St. @ Plymouth/Windsor
Other	2515 Windsor St. @ Lincoln St.	2526 Columbia St. @ Cambridge St.
	2513 Webster Ave. @ Norfolk	2523 Hampshire St. @ Plymouth/Windsor
	2515 Windsor St. @ Lincoln St.	
	2516 Windsor St. @ Hampshire	
	ROUTE 86.6	
AM Peak	2547 Kirkland St. opp. Trowbridge	2564 No. Harvard St. @ Harv. Bus Sch. Dr.
PM Peak	2552 145 No. Harvard @ Harv. Press Dr.	25711 Washington St. @ Perry St.
Sch Peak	2553 No. Harvard St. @ Western Ave.	2569 Kirkland St. @ Trowbridge
Other	2554 No. Harvard St. @ Franklin St.	25711 Washington St. @ Perry St.
	2548 Kirkland @ Divinity School	2563 No. Harvard St. @ Stadium Gate
		2562 130-184 No. Harvard St. @ Apts.
	ROUTE 91.0	
AM Peak	2440 Prospect St. @ St. Marys Road	2777 Opp. #57 Washington St. @ Charles
PM Peak	2757 Cambridge St. @ Brighton St.	2776 Washington St. opp. Franklin St.
Sch Peak	2759 Washington St. @ Florence St.	2449 Prospect St. @ Gardner Rd.
Other	2441 175 Prospect St. @ Broadway	2450 Prospect St. @ Hampshire St.
		2449 Prospect St. @ Gardner Rd.
		2450 Prospect St. @ Hampshire
		2449 Prospect St. @ Gardner Rd.

# Central North - Saturday

When more than one peak load point is listed for a time period,  
the multiple points are equal in value unless flagged by a "\*".  
In such a case, the points are not equal but close in value.

ROUTE	<u>IN</u>	<u>OUT</u>
1.0	74 Mass. Ave. opp. Smart St.	98 Mass. Ave. @ Vassar St.
47.0	1783 Huntington Ave. @ Vancouver* 1784 Huntington Ave. @ Ruggles	23 Tremont St. @ Ruggles
57.0	924 562 Cambridge St. @ Gordon	966 Cambridge St. @ North Beacon
60.0	1554 High St. @ Edgehill #112* 1555 Washington St. @ Walnut St.	1528 High St, opp. Edgehill Rd.* 1529 High St. @ Oakland Ext.
63.0	1040 Market St. @ Guest	1085 45 Chsnt Hill Ave. @ Academy Hill F
63.1	1116 Cambridge St. @ Mass. Pike Exit* 1055 River St. @ Memorial Dr.	1065 Western Ave. @ Memorial Dr. 1066 Western Ave. @ Sold. Field Rd.
64.0	1055 River St. @ Memorial Dr. 2445 River St. @ Western Ave.	1064 351 Western Ave. @ Putnam
64.5	1118 Magazine St. @ Putnam Ave. -* 1123 Magazine St. @ Green 2445 River St. @ Western Ave.	1061 165 Western Ave. @ Kinnaird* 1062 231 Western Ave. @ Howard
65.0	1276 Washington St. @ Beacon St.	1519 Brookline Ave. @ Fullerton 1294 Washington St. @ Corey Rd. <sup>1</sup>
66.0	1311 Harvard St. @ School St.	1370 Harvard St. near Harvard Court
69.0	1406 Cambridge St. @ Norfolk	1423 Cambridge St. @ Norfolk* 1424 Cambridge St. @ Prospect
70.0	1437 Arsenal St. @ Govt Materials Drwy.* 1438 Arsenal St. opp. Ex-Goodrich Drwy.	1068 Western Ave. @ WGBH-TV
70.1	1440 Arsenal St. opp. Watertown Mall 1052 Western Ave. @ Pepsi-Cola <sup>1</sup> 1055 River St. 284' E. of Memorial Dr.	1061 Western Ave. @ Kinnaird - 1063 Western Ave. E. of Dodge St.
70.2	1051 Western Ave. @ Cadillac Pt/Smith St.	1063 Western Ave. E. of Dodge St.
83.1	25921 Park St. @ Ivaldo	2451 Hampshire St. @ Cambridge
86.6	2547 Kirkland St. opp. Trowbridge -* 2549 Harvard Sq. @ Dawes Island	2563 No. Harvard St. @ Stadium Gate
91.0	2441 175 Prospect @ Broadway	2449 Prospect St. @ Gardner Rd.

<sup>1</sup>The higher of two peak-load-points.

Central North - Sunday

When more than one peak load point is listed for a time period,  
the multiple points are equal in value unless flagged by a "\*".

In such a case, the points are not equal but close in value.

ROUTE	<u>IN</u>	<u>OUT</u>
1.0	74 Mass. Ave. opp. Smart St. 75 Mass. Ave. opp. MIT	99 Mass. Ave. @ Albany St.
47.0	1781 200 Longwood Ave.* 1592 Ruggles St. @ Tremont - 1593 Ruggles St. @ Shawmut Ave. 64 Dudley Transfer Station	2 Washington St. opp. Williams St. - 22 Melnea Cass Blvd. @ Kerr Way
57.0	927 Brighton Ave. @ Allston St.	967 571 Cambridge St. @ Gordon
60.0	1555 Washington St. @ Walnut St.	1528 High St. opp. Edgehill Rd.
63.1	1056 River St. @ Fairmont Ave. 1059 River St. @ Green	2554 No. Harvard St. @ Franklin St. -* 1191 241 Cambridge St. @ No. Harvard St.
66.0	1311 Harvard St. @ School St.	13581 Tremont St. @ Parker
69.0	1409 Cambridge St. @ Berkshire	1424 Cambridge St. @ Prospect 1425 Cambridge St. @ Springfield
70.0	1589 Western Ave. @ Riverdale St.	1071 248 Western Ave. opp. Riverdale St. 1072 Western Ave. @ Everett
83.1	2433 Park St. @ Beacon 2435 Beacon St. @ Washington St.	2451 Hampshire St. @ Cambridge
91.0	2765 Newton @ Clark 2766 Newton @ Concord Ave.	2768 #45 Springfield @ Houghton St. -* 2530 Newton St. @ Webster Ave.

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#### L.4 Trip Summaries

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Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Schd Day	Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

EARLY MORNING OUTBOUND

##	1	2	437	1	0			32	-32	22			
##	1	2	457	1	0			32	-32	22			
##	1	2	517	1	0			32	-32	22			
##	1	2	530	1	0			32	-32	22			
##	1	2	544	1	0			32	-32	22			
##	1	2	556	1	0			32	-32	22			
##	1	2	608	1	0			32	-32	22			
##	1	2	620	1	0			32	-32	22			
	1	3	628	1	0	628	654	52	-52	37	0.82	90	1432
*	1		636	1	0			51	-51	36			
	1	5	644	1	0	644	715	50	-50	34		87	1092
Subtotal								409	-409				
Average								37.2	-37.2				

AM PEAK OUTBOUND

	1	2	650	1	0	649		24	-24	21	0.46	88	1465
*	1		655	1	0			30	-30	20			
	1	6	700	1	0	700	734	35	-35	19	0.37	952	1096
*	1		705	1	0			59	-59	39			
	1	5	711	1	0	711	741	83	-83	59	1.31	88	1080
*	1		716	1	0			74	-74	52			
*	1		722	1	0			74	-74	52			
	1	6	727	1	0	727	758	65	-65	44	0.98	88	1084
*	1		733	1	0			83	-83	54			
	1	6	739	1	0	745	819	101	-101	64		88	1470
	1	6	745	1	0	746	824	98	-98	53		91	1102
	1	6	751	1	0	751	826	88	-88	44	0.88	4	1088
	1	3	757	1	0	757	832	83	-83	47	1.02	88	1434
	1	5	803	1	0	805	843	111	-111	57		87	1094
	1	6	809	1	0	809	845	86	-86	46	1.00	54	1106
	1	5	815	1	0	815	849	83	-83	53	1.15	86	1467
	1	6	821	1	0	821	900	33	-33	23	0.45	951	1098
**	1	5	827	1	0	833	907	79	-79	51	1.13	64	1082
	1	5	833	1	0	835	905	70	-70	43	0.93	87	1110
	1	6	840	1	0	840	916	87	-87	50	1.09	88	1114
Subtotal								1446	-1446				
Average								72.3	-72.3				

MID-DAY OUTBOUND

*	1		946	1	0			93	-93	62			
*	1		854	1	0			93	-93	62			
	1	6	902	1	0		948	99	-99	73	1.52	86	1086
	1	6	911	1	0	909	942	52	-52	27		104	1104
	1	6	920	1	0	921	955	83	-83	41	0.82	88	1090
*	1		929	1	0			69	-69	33			
	1	6	938	1	0	938	1012	55	-55	24	0.52	89	1108
	1	6	947	1	0	947	1020	33	-33	26	0.51	87	1100
	1	5	956	1	0	956	1026	56	-56	23	0.50	8700	1112

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	6	1005	1	0	1004	1037	57	-57	27	0.59	88	1116
	1	5	1014	1	0		1100	125	-125	53		88	1513
	1	2	1023	1	0	1023	1058	64	-64	39	0.85	88	1469
	1	5	1032	1	0	1031	1105	42	-42	18	0.40	101	1442
	1	5	1041	1	0	1042	1118	80	-80	39	0.87	107	1499
	1	5	1050	1	0	1053	1126	25	-25	13	0.28	90	1521
	1	5	1059	1	0	1059	1125	28	-28	12	0.26	93	1491
	1	5	1108	1	0	1108	1145	81	-81	33	0.73	106	1529
	1	5	1117	1	0	1120	1154	88	-88	48	1.07	95	1535
	1	5	1126	1	0	1124	1151	35	-35	16	0.35	97	1553
**	1	5	1135	1	0	1148	1220	100	-100	48	1.04	86	1507
	1	5	1144	1	0	1145	1220	69	-69	39	0.85	97	1543
	1	5	1153	1	0	1151	1221	23	-23	14		1	1515
	1	5	1202	2	0	1203	1236	66	-66	27	0.60	104	1501
	1	5	1211	2	0	1213	1254	94	-94	50	1.09	102	1523
	1	5	1220	2	0	1219	1249	39	-39	21	0.46	87	1493
	1	5	1229	2	0	1229	102	58	-56	30	0.67	104	1531
	1	5	1237	2	0	1237	108	39	-39	25	0.56	102	1537
*	1		1246	2	0			72	-71	36			
	1	5	1254	2	0	1254	132	86	-86	41	0.89	100	1555
***	1		102	2	0			54	-54	8			
	1	5	110	2	0	111	138	21	-21	9	0.20	106	1509
	1	5	118	2	0	116	146	78	-78	35		97	1517
	1	5	126	2	0	127	152	65	-65	37		104	1503
	1	6	134	2	0	137	213	71	-67	38	0.84	106	1613
	1	5	142	2	0	136	210	55	-55	24	0.52	103	1495
	1	6	150	2	0	150	227	79	-79	45	1.00	100	1605
	1	5	158	2	0	158	229	46	-46	25	0.56	97	1533
Subtotal								2373	-2366				
Average								64.1	-63.9				

SCHOOL PEAK OUTBOUND

	1	5	206	2	0	207	239	69	-69	34	0.74	64	1525
	1	3	214	2	0	213	243	59	-59	34	0.76	64	1942
	1	5	222	2	0	222	358	104	-104	47	1.02	104	1557
*	1		230	2	0			101	-101	49			
	1	5	237	2	0	238	322	98	-98	51	1.00	97	1539
	1	5	244	2	0	245	320	51	-51	24	0.52	97	1511
	1	6	251	2	0	250	331	33	-34	15	0.33	64	2434
	1	5	258	2	0	259	350	100	-100	43	0.96	86	1505
	1	6	305	2	0	303	341	88	-88	45	1.05	102	2442
	1	6	312	2	0	313	354	83	-83	43	0.93	98	2439
	1	5	319	2	0	319	359	74	-74	38		101	1519
	1	6	325	2	0	324	403	99	-98	59	1.31	100	1607
	1	5	331	2	0	333	408	36	-36	17	0.33	64	1497
	1	5	337	2	0	337	415	89	-89	39	0.85	100	1527
	1	3	343	2	0	342	414	53	-53	42		102	1944
*	1		349					98	-98	59			
	1	2	355	2	0	355	433	142	-142	75	1.63	100	2111

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

Subtotal								1377	-1377				
Average								81.0	-81.0				

PM PEAK OUTBOUND

	1	2	401	2	0	403	439	89	-89	48	1.04	101	2151
	1	5	407	2	0	414	454	66	-66	28	0.55	64	1541
*	1		413	2	0			55	-55	26			
*	1		419	2	0			55	-55	26			
	1	6	425	2	0	425	505	44	-44	23	0.50	99	2436
	1	4	431	2	0	431	512	100	-100	65	1.44	1011	2126
*	1		437	2	0			99	-99	60			
	1	2	443	2	0	444	527	97	-97	54	1.17	101	2121
	1	6	449	2	0	455	539	54	-54	29	0.67	104	2444
	1	6	455	2	0	511	600	135	-131	85		98	2441
	1	5	501	2	0	507	557	62	-62	34	0.76	98	2524
*	1		507	2	0			62	-62	37			
***	1		513	2	0			61	-61	39			
*	1		519	2	0			55	-55	34			
	1	2	525	2	0	526	613	49	-49	29	0.63	953	2113
	1	2	531	2	0	536	614	31	-31	15	0.33	100	2153
	1	2	538	2	0	545	621	50	-50	23	0.51	97	2139
*	1		545	2	0			54	-54	31			
	1	2	552	2	0	552	632	58	-58	39	0.91	97	2117
	1	4	559	2	0	559	638	47	-47	24	0.53	97	2128
Subtotal								1323	-1319				
Average								66.2	-66.0				

EARLY EVENING OUTBOUND

*	1		606	2	0			37	-37	25			
	1	2	613	2	0	617	647	27	-27	26	0.57	97	2123
	1	2	620	2	0	621	649	16	-16	11	0.24	98	2131
	1	5	628	2	0	642	718	65	-65	52	1.16	97	2526
	1	2	635	2	0	638	705	24	-22	16	0.35	953	2538
***	1		643	2	0			59	-59	36			
	1	2	652	2	0	652	722	67	-67	37	0.80	97	2115
***	1	2	702	2	0	704		41	-41	30			
	1	2	712	2	0	712	737	30	-30	17	0.40	98	2119
*	1		724	2	0			31	-31	19			
	1	2	736	2	0	736	805	32	-32	21	0.46	99	2125
	1	2	748	2	0	748	819	47	-47	33	0.73	100	2518
Subtotal								476	-474				
Average								39.7	-39.5				

NIGHT OUTBOUND

	1	2	800	2	0	801	835	46	-46	31	0.67	97	2540
*	1		815	2	0			47	-47	26			
*	1		830	2	0			47	-47	26			
	1	6	845	2	0	844	912	48	-48	20	0.39	106	2670
*	1		900	2	0			44	-44	22			

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	6	915	2	0	915	943	39	-39	23	0.45	101	2672
	1	5	930	2	0	930	1005	54	-54	37	0.82	97	2528
	1	5	940	2	0	940	1010	17	-17	10	0.22	102	2542
	1	2	955	2	0	955	1021	21	-21	14	0.31	952	2520
	1	5	1010	2	0	1010	1039	38	-38	18	0.35	97	2548
	1	2	1025	2	0	1020	1052	53	-53	28	0.61	98	2560
	1	2	1110	2	0	1110	1132	18	-18	11	0.24	99	2522
	1	5	1125	2	0		1153	19	-19	11	0.22	101	2550
	1	2	1140	2	0	1135	1213	51	-51	30	0.65	97	2562
	1	2	1155	2	0	1155	1215	16	-16	7		1011	2556
	1	5	1210	1	0	1215	1240	11	-11	7	0.16	102	2546
	1	6	1233	1	0	1234	1257	11	-11	7	0.14	97	2552
	1	2	103	1	0	103	123	6	-6	4		93	2558
Subtotal								586	-586				
Average								32.6	-32.6				

TOTAL OUTBOUND 7990 -7977

EARLY MORNING INBOUND

#	1		510	1	1			21	-21	13			
#	1		530	1	1			21	-21	13			
	1	3	550	1	1	550	612	21	-21	13	0.29	110	1431
	1	5	606	1	1	606	635	43	-43	22		72	1091
	1	6	620	1	1	621	647	26	-26	13	0.25	67	1095
	1	5	635	1	1	635	705	35	-35	19	0.42	72	1079
Average								167	-167				
Subtotal								27.8	-27.8				

AM PEAK INBOUND

	1	6	647	1	1	646	716	41	-41	26	0.58	73	1083
	1	6	657	1	1	659	730	60	-60	36		72	1101
	1	6	705	1	1	705	735	40	-40	22	0.44	74	1087
	1	3	713	1	1	713	752	96	-96	46	1.00	73	1433
	1	5	719	1	1	719	755	74	-74	32		71	1093
	1	6	725	1	1	725	759	91	-91	53	1.15	73	1105
	1	6	731	1	1	730	807	66	-66	38	0.83	73	1466
***	1		737	1	1	737	817	66	-66	42			
*	1		743	1	1			49	-49	33			
	1	5	749	1	1	749	818	32	-32	24	0.53	69	1091
	1	6	755	1	1	754	828	30	-30	15	0.33	74	1113
	1	5	801	1	1	758	842	111	-111	75	1.67	73	1440
*	1		807	1	1			78	-78	57			
*	1		813	1	1			78	-78	57			
	1	6	819	1	1	819		44	-44	38	0.79	72	1085
	1	6	825	1	1	823	905	106	-106	72		72	1103
	1	6	831	1	1	831	910	59	-59	46	0.92	74	1089
	1	6	837	1	1	839	922	120	-120	77	1.79	67	1471
*	1		843	1	1			95	-95	60			

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	===	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====

Subtotal								1336	-1336				
Average								70.3	-70.3				

MID-DAY INBOUND

	1	6	849	1	1	850	927	69	-69	42	0.91	71	1107
	1	3	855	1	1	854	932	71	-71	50	1.09	72	1435
	1	6	901	1	1	900	940	25	-25	18	0.35	73	1099
	1	5	907	1	1	907	938	33	-33	26	0.57	72	1111
*	1		913	1	1			47	-47	32			
	1	6	919	1	1	918	955	60	-60	37	0.80	72	1115
**	1	6	925	1	1	931	1011	83	-83	57		72	1468
	1	5	932	1	1	930	1013	111	-111	79		74	1512
	1	5	941	1	1	942	1020	108	-108	86		73	1441
*	1		950	1	1			92	-92	68			
	1	5	959	1	1	1000	1032	75	-75	47		69	1498
	1	5	1008	1	1	1013	1052	60	-60	39	0.85	74	1520
	1	5	1017	1	1	1017	1057	29	-29	18	0.39	67	1490
	1	5	1026	1	1	1026	1057	45	-42	23	0.51	72	1528
	1	5	1035	1	1	1035	1113	45	-45	26	0.58	72	1534
	1	5	1044	1	1	1044	1109	34	-34	18	0.39	70	1552
**	1	5	1053	1	1	1102	1142	51	-51	21	0.46	74	1506
	1	5	1102	1	1	1101		78	-78	50	1.09	72	1542
	1	5	1111	1	1	1109	1140	30	-30	18		5	1514
	1	5	1120	1	1	1120	1258	84	-84	39	0.87	72	1500
	1	5	1129	1	1	1131	1213	77	-77	33	0.72	84	1522
	1	5	1138	1	1	1136		58	-58	29	0.63	72	1492
	1	5	1147	1	1	1147	1226	80	-80	38	0.84	84	1530
	1	5	1156	1	1	1156	1234	57	-57	28	0.62	70	1536
	1	5	1205	2	1	1205	1240	51	-51	26	0.51	70	1554
**	1	5	1214	2	1	1223	1258	60	-60	27	0.59	69	1508
	1	5	1223	2	1	1223	104	83	-83	44	0.96	72	1544
	1	5	1232	2	1	1228	102	34	-34	21		67	1516
	1	5	1241	2	1	1242	113	62	-62	28	0.62	60	1502
*	1		1250	2	1			55	-55	25			
	1	5	1259	2	1	1259	134	47	-47	21	0.46	70	1494
	1	5	108	2	1	108	141	50	-50	31	0.69	68	1532
	1	5	117	2	1	119	156	77	-77	37	0.80	82	1524
	1	3	126	2	1	124	155	26	-26	18	0.40	68	1941
	1	5	135	2	1	135	210	75	-75	34	0.74	82	1556
	1	5	144	2	1	145	229	99	-98	55	1.08	69	1538
	1	5	153	2	1	152	224	65	-65	38	0.83	83	1510
Subtotal								2286	-2282				
Average								61.8	-61.7				

SCHOOL PEAK INBOUND

	1	5	201	2	1	156	230	54	-54	21		83	1518
	1	5	209	2	1	212	255	112	-112	49		84	1504
	1	6	217	2	1	217	300	78	-78	49	1.09	73	1614
**	1	6	225	2	1	232	323	111	-113	60	1.33	69	1606

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	6	233	2	1	226	306	85	-85	36	0.84	68	2438
	1	5	241	2	1	242	329	30	-30	24	0.47	75	1496
	1	5	249	2	1	249	333	108	-108	42	0.91	62	1526
	1	3	257	2	1	255	330	42	-42	19	0.42	68	1943
	1	2	305	2	1	305	350	143	-146	77	1.67	82	2110
	1	2	313	2	1	316	351	62	-62	27	0.59	69	2150
	1	5	320	2	1	326	410	108	-108	70	1.37	74	1540
*	1		327	2	1			77	-77	48			
	1	6	334	2	1	335	403	45	-45	26	0.57	937	2435
	1	4	341	2	1	335	420	129	-129	63	1.40	83	2127
*	1		348	2	1			116	-116	63			
	1	2	355	2	1	355	440	103	-103	63	1.37	82	2120
	Subtotal							1403	-1408				
	Average							87.7	-88				

PM PEAK INBOUND

	1	6	401	2	1	359	453	83	-83	47	1.09	82	2443
	1	6	407	2	1	411		144	-144	87		83	2440
	1	5	413	2	1	413	500	45	-74	28	0.62	78	2523
	1	5	419	2	1	423	515	131	-131	59	1.31	5	2532
	1	3	425	2	1	425	507	114	-114	54	1.20	83	1945
**	1	2	431	2	1	420	501	110	-110	61	1.36	82	2133
	1	2	437	2	1	437	523	90	-90	57	1.24	82	2112
	1	2	443	2	1	445	525	72	-72	39	0.85	83	2152
	1	2	449	2	1	449	536	103	-103	63	1.40	85	2138
*	1		455	2	1			99	-99	56			
	1	2	501	2	1	457	541	95	-95	48	1.12	60	2116
	1	6	507	2	1	505	541	49	-59	24	0.52	76	2437
	1	4	513	2	1	513	655	93	-93	44	0.98	75	2129
*	1		519	2	1			82	-82	38			
	1	2	525	2	1	530	610	70	-70	32	0.70	84	2122
	1	6	531	2	1	540	628	35	-35	13	0.30	84	2445
	1	2	538	2	1	539	615	25	-25	14	0.30	83	2130
	1	5	545	2	1	558	641	45	-45	27	0.60	75	2525
	1	2	552	2	1	555	634	52	-52	27		69	2537
	1	2	559	2	1	559	631	19	-19	11	0.24	69	2135
	Subtotal							1556	-1595				
	Average							77.8	-79.75				

EARLY EVENING INBOUND

**	1	5	605	2	1	600	643	7	-7	4	0.09	84	2534
	1	2	610	2	1	614	643	50	-50	34	0.74	72	2114
**	1	2	615	2	1	620	700	35	-35	18		60	2136
	1	2	620	2	1	626	701	25	-25	12	0.27	69	2140
*	1		626	2	1			27	-27	15			
	1	2	632	2	1	634	708	28	-29	17	0.40	8991	2118
*	1		638	2	1			21	-21	13			
*	1		644	2	1			21	-21	13			
	1	2	650	2	1	650	720	13	-13	8	0.17	82	2124

Central North Bus Study  
Route 1.0 Weekdays (Harvard Square - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	2	705	2	1	705	741	34	-34	19	0.42	67	2517
	1	2	715	2	1	714	748	36	-36	26	0.57	80	2539
	1	5	722	2	1	722	803	35	-35	16	0.36	61	2536
*	1		730	2	1			25	-25	11			
	1	6	745	2	1	802	836	14	-14	6	0.12	75	2669
	Subtotal							371	-371				
	Average							26.2	-26.2				

NIGHT INBOUND

*	1		800	2	1			23	-23	11			
	1	6	815	2	1	814	850	31	-31	15	0.33	82	2671
*	1		830	2	1			51	-51	27			
	1	5	845	2	1	845	926	71	-71	38	0.84	75	2527
	1	5	900	2	1	904	937	42	-42	23	0.51	941	2541
	1	2	915	2	1	915	939	47	-47	28	0.62	82	2519
	1	5	930	2	1	930	1005	49	-49	30	0.59	2166	2547
	1	2	945	2	1	945	1019	39	-49	15	0.33	68	2559
***	1		1000	2	1			46	-46	25			
	1	5	1015	2	1	1015	1050	42	-42	25	0.56	75	2543
	1	2	1100	2	1	1100	1134	46	-46	28	0.61	72	2561
***	1		1115	2	1			30	-30	18			
	1	5	1130	2	1	1135	1210	28	-28	17	0.38	75	2545
***	1		1145	2	1			25	-25	16			
	1	6	1200	1	1	1200	1231	22	-22	15	0.29	75	2551
*	1		1215	1	1			16	-16	11			
	1	2	1230	1	1	1230	1250	9	-9	6		75	2557
#	1		1250	1	1			9	-9	6			
	Subtotal							626	-636				
	Average							34.8	-35.3				

TOTAL INBOUND 7745 -7795

TOTAL - ALL DAY - BOTH DIRECTIONS: 15735 -15772

Central North Bus Study

Route 1.1 Weekdays (Harvard Square - Dudley Station via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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NIGHT OUTBOUND

***	1.1		1040	2	0	1040	1106	32	-32	16			
	1.1	5	1055	2	0	1105	1135	28	-28	17	0.38	97	2544
	Subtotal							60	-60				
	Average							30	-30				

NIGHT INBOUND

	1.1	2	1030	2	1	1030	1055	38	-38	22	0.49	74	2521
	1.1	5	1045	2	1	1045	1119	28	-28	24	0.47	937	2549
	Subtotal							66	-66				
	Average							33	-33				

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TOTAL - ALL DAY - BOTH DIRECTIONS:                      126    -126

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Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

EARLY MORNING OUTBOUND

##	1	2	437	1	0			32	-32	22			
##	1	2	457	1	0			32	-32	22			
##	1	2	517	1	0			32	-32	22			
##	1	2	530	1	0			32	-32	22			
##	1	2	544	1	0			32	-32	22			
##	1	2	556	1	0			32	-32	22			
##	1	2	608	1	0			32	-32	22			
##	1	2	620	1	0			32	-32	22			
	1	3	628	1	0	628	654	52	-52	37	0.82	90	1432
*	1		636	1	0			51	-51	36			
	1	5	644	1	0	644	715	50	-50	34		87	1092
Subtotal								409	-409				
Average								37.2	-37.2				

AM PEAK OUTBOUND

	1	2	650	1	0	649		24	-24	21	0.46	98	1465
*	1		655	1	0			30	-30	20			
	1	6	700	1	0	700	734	35	-35	19	0.37	952	1096
*	1		705	1	0			59	-59	39			
	1	5	711	1	0	711	741	83	-83	59	1.31	98	1080
*	1		716	1	0			74	-74	52			
*	1		722	1	0			74	-74	52			
	1	6	727	1	0	727	758	65	-65	44	0.98	88	1084
*	1		733	1	0			83	-83	54			
	1	6	739	1	0	745	819	101	-101	64		88	1470
	1	6	745	1	0	746	824	98	-98	53		91	1102
	1	6	751	1	0	751	826	88	-88	44	0.88	4	1088
	1	3	757	1	0	757	832	83	-83	47	1.02	88	1434
	1	5	803	1	0	805	843	111	-111	57		87	1094
	1	6	809	1	0	809	845	86	-86	46	1.00	64	1106
	1	5	815	1	0	815	849	83	-83	53	1.15	86	1467
	1	6	821	1	0	821	900	33	-33	23	0.45	951	1098
**	1	5	827	1	0	833	907	79	-79	51	1.13	64	1082
	1	5	833	1	0	835	905	70	-70	43	0.93	87	1110
	1	6	840	1	0	840	916	87	-87	50	1.09	88	1114
Subtotal								1446	-1446				
Average								72.3	-72.3				

MID-DAY OUTBOUND

*	1		846	1	0			93	-93	62			
*	1		854	1	0			93	-93	62			
	1	6	902	1	0		948	99	-99	73	1.52	86	1086
	1	6	911	1	0	909	942	52	-52	27		104	1104
	1	6	920	1	0	921	955	83	-83	41	0.82	88	1090
*	1		929	1	0			69	-69	33			
	1	6	938	1	0	938	1012	55	-55	24	0.52	89	1108

Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	6	947	1	0	947	1020	33	-33	26	0.51	87	1100
	1	5	956	1	0	956	1026	56	-56	23	0.50	8700	1112
	1	6	1005	1	0	1004	1037	57	-57	27	0.59	88	1116
	1	5	1014	1	0		1100	125	-125	53		88	1513
	1	2	1023	1	0	1023	1058	64	-64	39	0.85	88	1469
	1	5	1032	1	0	1031	1105	42	-42	18	0.40	101	1442
	1	5	1041	1	0	1042	1118	80	-80	39	0.87	107	1499
	1	5	1050	1	0	1053	1126	25	-25	13	0.28	90	1521
	1	5	1059	1	0	1059	1125	28	-28	12	0.26	93	1491
	1	5	1108	1	0	1108	1145	81	-81	33	0.73	106	1529
	1	5	1117	1	0	1120	1154	88	-88	48	1.07	95	1535
	1	5	1126	1	0	1124	1151	35	-35	16	0.35	97	1553
**	1	5	1135	1	0	1148	1220	100	-100	48	1.04	86	1507
	1	5	1144	1	0	1145	1220	69	-69	39	0.85	97	1543
	1	5	1153	1	0	1151	1221	23	-23	14		1	1515
	1	5	1202	2	0	1203	1236	66	-66	27	0.60	104	1501
	1	5	1211	2	0	1213	1254	94	-94	50	1.09	102	1523
	1	5	1220	2	0	1219	1249	39	-39	21	0.46	87	1493
	1	5	1229	2	0	1229	102	58	-56	30	0.67	104	1531
	1	5	1237	2	0	1237	108	39	-39	25	0.56	102	1537
*	1		1246	2	0			72	-71	36			
	1	5	1254	2	0	1254	132	86	-86	41	0.89	100	1555
***	1		102	2	0			54	-54	8			
	1	5	110	2	0	111	138	21	-21	9	0.20	106	1509
	1	5	118	2	0	116	146	78	-78	35		97	1517
	1	5	126	2	0	127	152	65	-65	37		104	1503
	1	6	134	2	0	137	213	71	-67	38	0.84	106	1613
	1	5	142	2	0	136	210	55	-55	24	0.52	103	1495
	1	6	150	2	0	150	227	79	-79	45	1.00	100	1605
	1	5	158	2	0	158	229	46	-46	25	0.56	97	1533
Subtotal								2373	-2366				
Average								64.1	-63.9				

SCHOOL PEAK OUTBOUND

	1	5	206	2	0	207	239	69	-69	34	0.74	64	1525
	1	3	214	2	0	213	243	59	-59	34	0.76	64	1942
	1	5	222	2	0	222	358	104	-104	47	1.02	104	1557
*	1		230	2	0			101	-101	49			
	1	5	237	2	0	238	322	98	-98	51	1.00	97	1539
	1	5	244	2	0	245	320	51	-51	24	0.52	97	1511
	1	6	251	2	0	250	331	33	-34	15	0.33	64	2434
	1	5	258	2	0	259	350	100	-100	43	0.96	86	1505
	1	6	305	2	0	303	341	88	-88	45	1.05	102	2442
	1	6	312	2	0	313	354	83	-83	43	0.93	98	2439
	1	5	319	2	0	319	359	74	-74	38		101	1519
	1	6	325	2	0	324	403	99	-98	59	1.31	100	1607
	1	5	331	2	0	333	408	36	-36	17	0.33	64	1497

Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	5	337	2	0	337	415	89	-89	39	0.85	100	1527
	1	3	343	2	0	342	414	53	-53	42		102	1944
*	1		349					98	-98	59			
	1	2	355	2	0	355	433	142	-142	75	1.63	100	2111
	Subtotal							1377	-1377				
	Average							81.0	-81.0				

PM PEAK OUTBOUND

	1	2	401	2	0	403	439	89	-89	48	1.04	101	2151
	1	5	407	2	0	414	454	66	-66	28	0.55	64	1541
*	1		413	2	0			55	-55	26			
*	1		419	2	0			55	-55	26			
	1	6	425	2	0	425	505	44	-44	23	0.50	99	2436
	1	4	431	2	0	431	512	100	-100	65	1.44	1011	2126
*	1		437	2	0			99	-99	60			
	1	2	443	2	0	444	527	97	-97	54	1.17	101	2121
	1	6	449	2	0	455	539	54	-54	29	0.67	104	2444
	1	6	455	2	0	511	600	135	-131	85		98	2441
	1	5	501	2	0	507	557	62	-62	34	0.76	98	2524
*	1		507	2	0			62	-62	37			
***	1		513	2	0			61	-61	39			
*	1		519	2	0			55	-55	34			
	1	2	525	2	0	526	613	49	-49	29	0.63	953	2113
	1	2	531	2	0	536	614	31	-31	15	0.33	100	2153
	1	2	538	2	0	545	621	50	-50	23	0.51	97	2139
*	1		545	2	0			54	-54	31			
	1	2	552	2	0	552	632	58	-58	39	0.91	97	2117
	1	4	559	2	0	559	638	47	-47	24	0.53	97	2122
	Subtotal							1323	-1319				
	Average							66.2	-66.0				

EARLY EVENING OUTBOUND

*	1		606	2	0			37	-37	25			
	1	2	613	2	0	617	647	27	-27	26	0.57	97	2123
	1	2	620	2	0	621	649	16	-16	11	0.24	98	2131
	1	5	628	2	0	642	718	65	-65	52	1.16	97	2526
	1	2	635	2	0	638	705	24	-22	16	0.35	953	2538
***	1		643	2	0			59	-59	36			
	1	2	652	2	0	652	722	67	-67	37	0.80	97	2115
***	1	2	702	2	0	704		41	-41	30			
	1	2	712	2	0	712	737	30	-30	17	0.40	98	2119
*	1		724	2	0			31	-31	19			
	1	2	736	2	0	736	805	32	-32	21	0.46	99	2125
	1	2	748	2	0	748	819	47	-47	33	0.73	100	2518
	Subtotal							476	-474				
	Average							39.7	-39.5				

## Central North Bus Study

## Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
NIGHT OUTBOUND													
	1	2	800	2	0	801	835	46	-46	31	0.67	97	2540
*	1		815	2	0			47	-47	26			
*	1		830	2	0			47	-47	26			
	1	6	845	2	0	844	912	48	-48	20	0.39	106	2670
*	1		900	2	0			44	-44	22			
	1	6	915	2	0	915	943	39	-39	23	0.45	101	2672
	1	5	930	2	0	930	1005	54	-54	37	0.82	97	2528
	1	5	940	2	0	940	1010	17	-17	10	0.22	102	2542
	1	2	955	2	0	955	1021	21	-21	14	0.31	952	2520
	1	5	1010	2	0	1010	1039	38	-38	18	0.35	97	2548
	1	2	1025	2	0	1020	1052	53	-53	28	0.61	98	2560
***	1.1		1040	2	0	1040	1106	32	-32	16			
	1.1	5	1055	2	0	1105	1135	29	-28	17	0.38	97	2544
	1	2	1110	2	0	1110	1132	18	-18	11	0.24	99	2522
	1	5	1125	2	0		1153	19	-19	11	0.22	101	2550
	1	2	1140	2	0	1135	1213	51	-51	30	0.65	97	2562
	1	2	1155	2	0	1155	1215	16	-16	7		1011	2556
	1	5	1210	1	0	1215	1240	11	-11	7	0.16	102	2546
	1	6	1233	1	0	1234	1257	11	-11	7	0.14	97	2552
	1	2	103	1	0	103	123	6	-6	4		93	2559
	Subtotal							646	-646				
	Average							32.3	-32.3				

## TOTAL OUTBOUND

8050 -8037

## EARLY MORNING INBOUND

#	1		510	1	1			21	-21	13			
#	1		530	1	1			21	-21	13			
	1	3	550	1	1	550	612	21	-21	13	0.29	110	1431
	1	5	606	1	1	606	635	43	-43	22		72	1091
	1	6	620	1	1	621	647	26	-26	13	0.25	67	1095
	1	5	635	1	1	635	705	35	-35	19	0.42	72	1079
	Average							167	-167				
	Subtotal							27.8	-27.8				

## AM PEAK INBOUND

	1	6	647	1	1	646	716	41	-41	26	0.58	73	1083
	1	6	657	1	1	659	730	60	-60	36		72	1101
	1	6	705	1	1	705	735	40	-40	22	0.44	74	1087
	1	3	713	1	1	713	752	96	-96	46	1.00	73	1433
	1	5	719	1	1	719	755	74	-74	32		71	1093
	1	6	725	1	1	725	759	91	-91	53	1.15	73	1105
	1	6	731	1	1	730	807	66	-66	38	0.83	73	1466
***	1		737	1	1	737	817	66	-66	42			
*	1		743	1	1			49	-49	33			

Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	5	749	1	1	749	818	32	-32	24	0.53	69	1081
	1	6	755	1	1	754	828	30	-30	15	0.33	74	1113
	1	5	801	1	1	758	842	111	-111	75	1.67	73	1440
*	1		807	1	1			78	-78	57			
*	1		813	1	1			78	-78	57			
	1	6	819	1	1	819		44	-44	38	0.79	72	1085
	1	6	825	1	1	823	905	106	-106	72		72	1103
	1	6	831	1	1	831	910	59	-59	46	0.92	74	1089
	1	6	837	1	1	839	922	120	-120	77	1.79	67	1471
*	1		843	1	1			95	-95	60			
	Subtotal							1336	-1336				
	Average							70.3	-70.3				

MID-DAY INBOUND

	1	6	849	1	1	850	927	69	-69	42	0.91	71	1107
	1	3	855	1	1	854	932	71	-71	50	1.09	72	1435
	1	6	901	1	1	900	940	25	-25	18	0.35	73	1099
	1	5	907	1	1	907	938	33	-33	26	0.57	72	1111
*	1		913	1	1			47	-47	32			
	1	6	919	1	1	918	955	60	-60	37	0.80	72	1115
**	1	6	925	1	1	931	1011	83	-83	57		72	1468
	1	5	932	1	1	930	1013	111	-111	79		74	1512
	1	5	941	1	1	942	1020	108	-108	88		73	1441
*	1		950	1	1			92	-92	68			
	1	5	959	1	1	1000	1032	75	-75	47		69	1498
	1	5	1008	1	1	1013	1052	60	-60	39	0.85	74	1520
	1	5	1017	1	1	1017	1057	29	-29	18	0.39	67	1490
	1	5	1026	1	1	1026	1057	45	-42	23	0.51	72	1529
	1	5	1035	1	1	1035	1113	45	-45	26	0.58	72	1534
	1	5	1044	1	1	1044	1109	34	-34	18	0.39	70	1552
**	1	5	1053	1	1	1102	1142	51	-51	21	0.46	74	1506
	1	5	1102	1	1	1101		78	-78	50	1.09	72	1542
	1	5	1111	1	1	1109	1140	30	-30	18		5	1514
	1	5	1120	1	1	1120	1258	84	-84	39	0.87	72	1500
	1	5	1129	1	1	1131	1213	77	-77	33	0.72	84	1522
	1	5	1138	1	1	1136		58	-58	29	0.53	72	1492
	1	5	1147	1	1	1147	1226	80	-80	38	0.84	84	1530
	1	5	1156	1	1	1156	1234	57	-57	28	0.62	70	1536
	1	5	1205	2	1	1205	1240	51	-51	26	0.51	70	1554
**	1	5	1214	2	1	1223	1258	60	-60	27	0.59	69	1508
	1	5	1223	2	1	1223	104	83	-83	44	0.96	72	1544
	1	5	1232	2	1	1228	102	34	-34	21		67	1516
	1	5	1241	2	1	1242	113	62	-62	28	0.62	60	1502
*	1		1250	2	1			55	-55	25			
	1	5	1259	2	1	1259	134	47	-47	21	0.46	70	1494
	1	5	108	2	1	108	141	50	-50	31	0.69	58	1532
	1	5	117	2	1	119	156	77	-77	37	0.80	82	1524

Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	1	3	126	2	1	124	155	26	-26	18	0.40	68	1941
	1	5	135	2	1	135	210	75	-75	34	0.74	82	1556
	1	5	144	2	1	145	229	99	-98	55	1.08	69	1538
	1	5	153	2	1	152	224	65	-65	38	0.83	83	1510
Subtotal								2286	-2282				
Average								61.8	-61.7				

SCHOOL PEAK INBOUND

	1	5	201	2	1	156	230	54	-54	21		83	1518
	1	5	209	2	1	212	255	112	-112	49		84	1504
	1	6	217	2	1	217	300	78	-78	49	1.09	73	1614
**	1	6	225	2	1	232	323	111	-113	60	1.33	69	1606
	1	6	233	2	1	226	306	85	-85	36	0.84	68	2438
	1	5	241	2	1	242	329	30	-30	24	0.47	75	1496
	1	5	249	2	1	249	333	108	-108	42	0.91	62	1526
	1	3	257	2	1	255	330	42	-42	19	0.42	68	1943
	1	2	305	2	1	305	350	143	-146	77	1.67	82	2110
	1	2	313	2	1	316	351	62	-62	27	0.59	69	2150
	1	5	320	2	1	326	410	108	-108	70	1.37	74	1540
*	1		327	2	1			77	-77	48			
	1	6	334	2	1	335	403	45	-45	26	0.57	937	2435
	1	4	341	2	1	335	420	129	-129	63	1.40	83	2127
*	1		348	2	1			116	-116	63			
	1	2	355	2	1	355	440	103	-103	63	1.37	82	2120
Subtotal								1403	-1408				
Average								87.7	-88				

PM PEAK INBOUND

	1	6	401	2	1	359	453	83	-83	47	1.09	82	2443
	1	6	407	2	1	411		144	-144	87		83	2440
	1	5	413	2	1	413	500	45	-74	28	0.62	78	2523
	1	5	419	2	1	423	515	131	-131	59	1.31	5	2532
	1	3	425	2	1	425	507	114	-114	54	1.20	83	1945
**	1	2	431	2	1	420	501	110	-110	61	1.36	82	2133
	1	2	437	2	1	437	523	90	-90	57	1.24	82	2112
	1	2	443	2	1	445	525	72	-72	39	0.85	83	2152
	1	2	449	2	1	449	536	103	-103	63	1.40	85	2138
*	1		455	2	1			99	-99	56			
	1	2	501	2	1	457	541	95	-95	48	1.12	60	2116
	1	6	507	2	1	505	541	49	-59	24	0.52	76	2437
	1	4	513	2	1	513	655	93	-93	44	0.98	75	2129
*	1		519	2	1			82	-82	38			
	1	2	525	2	1	530	610	70	-70	32	0.70	84	2122
	1	6	531	2	1	540	628	35	-35	13	0.30	84	2445
	1	2	538	2	1	539	615	25	-25	14	0.30	83	2130
	1	5	545	2	1	558	641	45	-45	27	0.60	75	2525
	1	2	552	2	1	555	634	52	-52	27		69	2537

01/29/86

## Central North Bus Study

## Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	1	2	559	2	1	559	631	19	-19	11	0.24	69	2135
	Subtotal							1556	-1595				
	Average							77.8	-79.75				

## EARLY EVENING INBOUND

**	1	5	605	2	1	600	643	7	-7	4	0.09	84	2534
	1	2	610	2	1	614	643	50	-50	34	0.74	72	2114
**	1	2	615	2	1	620	700	35	-35	18		60	2136
	1	2	620	2	1	626	701	25	-25	12	0.27	69	2140
*	1		626	2	1			27	-27	15			
	1	2	632	2	1	634	708	28	-28	17	0.40	8991	2118
*	1		638	2	1			21	-21	13			
*	1		644	2	1			21	-21	13			
	1	2	650	2	1	650	720	13	-13	8	0.17	82	2124
	1	2	705	2	1	705	741	34	-34	19	0.42	67	2517
	1	2	715	2	1	714	748	36	-36	26	0.57	90	2539
	1	5	722	2	1	722	803	35	-35	16	0.36	61	2536
*	1		730	2	1			25	-25	11			
	1	6	745	2	1	802	836	14	-14	6	0.12	75	2669
	Subtotal							371	-371				
	Average							26.2	-26.2				

## NIGHT INBOUND

*	1		800	2	1			23	-23	11			
	1	6	815	2	1	814	850	31	-31	15	0.33	82	2671
*	1		830	2	1			51	-51	27			
	1	5	845	2	1	845	926	71	-71	38	0.84	75	2527
	1	5	900	2	1	904	937	42	-42	23	0.51	941	2541
	1	2	915	2	1	915	939	47	-47	28	0.62	82	2519
	1	5	930	2	1	930	1005	49	-49	30	0.59	2166	2547
	1	2	945	2	1	945	1019	39	-49	15	0.33	68	2559
***	1		1000	2	1			46	-46	25			
	1	5	1015	2	1	1015	1050	42	-42	25	0.56	75	2543
	1.1	2	1030	2	1	1030	1055	38	-38	22	0.49	74	2521
	1.1	5	1045	2	1	1045	1119	28	-28	24	0.47	937	2549
	1	2	1100	2	1	1100	1134	46	-46	28	0.61	72	2561
***	1		1115	2	1			29	-29	18			
	1	5	1130	2	1	1135	1210	28	-28	17	0.38	75	2545
***	1		1145	2	1			25	-25	16			
	1	6	1200	1	1	1200	1231	22	-22	15	0.29	75	2551
*	1		1215	1	1			16	-16	11			
	1	2	1230	1	1	1230	1250	9	-9	6		75	2557
#	1		1250	1	1			9	-9	6			
	Subtotal							691	-701				
	Average							34.6	-35.1				

TOTAL INBOUND

7810 -7860

Central North Bus Study

Route 1 Weekdays

INCLUDES Route 1.0 (Harvard Sq - Dudley St) AND

Route 1.1 (Harvard Sq - Dudley St via City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====

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TOTAL - ALL DAY - BOTH DIRECTIONS:      15860 -15897  
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## Central North Bus Study

Route 47.0 Weekdays (Central Square - Boston City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

## EARLY MORNING OUTBOUND

#	47		500	1	0			16	-16	16			
	47	4	530	1	0	531	600	16	-16	16	0.36	1797	1305
**	47	3	600	1	0			53	-53	45	0.98	1801	1347
	47	4	620	1	0	625	756	53	-53	41	0.80	1798	1354
	47	4	640	1	0	640	709	39	-36	32	0.71	1801	1307
	Subtotal							177	-174				
	Average							35.4	-34.8				

## AM PEAK OUTBOUND

	47	3	700	1	0	700	731	86	-87	69	1.50	23	1002
**	47	5	720	1	0	702	735	69	-69	60	1.18	1799	1009
***	47		740	1	0			48	-48	33			
	47	4	800	1	0	800	830	50	-49	41	0.91	1797	1309
	47	3	820	1	0	820	856	57	-57	48	1.04	1797	1004
**	47	5	840	1	0	830	905	80	-82	47	0.92	1799	1011
	Subtotal							390	-392				
	Average							65.0	-65.3				

## MID-DAY OUTBOUND

	47	3	900	1	0	900	930	88	-88	74	1.61	23	1351
**	47	4	920	1	0			76	-78	52	1.02	23	1357
***	47		940	1	0			57	-57	45			
	47	3	1000	1	0	958	1025	28	-28	19	0.41	23	1436
	47	3	1020	1	0	1020	1046	44	-44	35	0.76	1797	1353
	47	3	1040	1	0	1040	1110	51	-51	28		22	1715
*	47		1100	1	0			44	-44	26			
	47	3	1120	1	0	1123		36	-36	23	0.50	23	1438
***	47		1140	1	0			79	-79	45			
	47	3	1200	2	0	1201	1232	29	-29	16	0.33	1806	1948
	47	3	1220	2	0	1220	1247	55	-55	26	0.51	1791	1725
	47	6	1240	2	0	1246	123	77	-77	44	0.98	1802	1936
	47	3	100	2	0	100	134	79	-79	57	1.27	1801	1954
***	47		120	2	0			69	-69	37			
	47	3	140	2	0	142	213	74	-74	50	1.09	1801	1950
	Subtotal							886	-888				
	Average							59.1	-59.2				

## SCHOOL PEAK OUTBOUND

***	47		200	2	0			88	-88	52			
	47	3	218	2	0	218	249	86	-86	51	1.13	1803	1956
***	47		248	2	0			101	-101	52			
	47	3	306	2	0	306	344	90	-90	45	0.98	1802	1952
***	47		324	2	0			91	-91	45			
	47	3	342	2	0	343	424	91	-81	38	0.83	9441	2342
	Subtotal							537	-537				
	Average							89.5	-89.5				

## PM PEAK OUTBOUND

Central North Bus Study  
Route 47.0 Weekdays (Central Square - Boston City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	47	3	400	2	0	400	429	59	-58	32	0.71	64	1958
	47	3	418	2	0	419	505	88	-87	66	1.43	1805	2349
	47	5	436	2	0	438	519	77	-77	39	0.87	1805	1801
	47	3	454	2	0	454	536	57	-57	26	0.51	9441	2358
	47	3	512	2	0	513	556	53	-53	27	0.59	1809	2344
***	47		530	2	0			59	-59	33			
	47	3	548	2	0	551	622	49	-49	27	0.59	64	2351
	Subtotal							442	-440				
	Average							63.1	-62.9				

EARLY EVENING OUTBOUND

	47	3	600	2	0	612	641	11	-11	8		1810	1777
	47	3	630	2	0	631	701	32	-32	23	0.50	1801	2346
	47	3	700	2	0	700	729	21	-21	16	0.35	1803	2353
	47	3	730	2	0	734	759	17	-17	13	0.28	23	2348
	Subtotal							81	-81				
	Average							20.3	-20.3				

NIGHT OUTBOUND

	47	3	800	2	0	806	839	12	-12	7	0.15	1810	2355
	47	2	830	2	0	830	854	73	-73	38	0.84	1811	2615
*	47		900	2	0			59	-59	37			
	47	2	930	2	0	930	958	45	-45	36	0.80	64	2617
	47	3	1000	2	0	1000	1023	11	-11	9	0.20	1808	2609
	47	2	1030	2	0	1030	1053	26	-26	18	0.40	1802	2619
	47	3	1100	2	0	1100	1122	9	-9	5	0.11	9441	2611
	47	2	1130	2	0	1130	1155	24	-24	9	0.20	9441	2621
	47	4	1200	1	0	1200	1220	3	-3	2	0.04	9441	2613
	47	3	1230	1	0	1230	1247	0	0	0	0.00	1060	2623
	Subtotal							262	-262				
	Average							26.2	-26.2				

TOTAL OUTBOUND

2775 -2774

EARLY MORNING INBOUND

**	47	4	530	1	1	602	632	34	-34	28	0.62	1780	1306
	47	3	600	1	1	600	622	21	-21	16	0.31	1772	1322
	47	3	620	1	1	622	651	46	-46	22	0.48	4	1001
**	47	5	640	1	1			40	-40	28	0.55	1768	1008
	Subtotal							141	-141				
	Average							35.3	-35.3				

AM PEAK INBOUND

	47	3	700	1	1	700	730	50	-44	32	0.70	1775	1348
	47	4	720	1	1	720	756	76	-79	37	0.82	1767	1308
	47	3	740	1	1	739	815	57	-57	44	0.96	1772	1003
**	47	5	800	1	1			82	-81	40	0.78	1768	1010
***	47		820	1	1			97	-97	58			

Central North Bus Study  
Route 47.0 Weekdays (Central Square - Boston City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	47	4	840	1	1	840	930	102	-103	53	1.18	1772	1310
	Subtotal							464	-461				
	Average							77.3	-76.8				

MID-DAY INBOUND

	47	3	900	1	1	859	939	67	-62	35	0.76	1777	1005
**	47	5	920	1	1			59	-59	27	0.53	1777	1012
***	47		940	1	1			45	-45	19			
	47	3	1000	1	1	1005	1035	44	-44	16		1782	1714
***	47		1020	1	1			54	-54	25			
	47	3	1040	1	1	1034	1148	25	-23	11		17841	1437
	47	3	1100	1	1	1102	1140	96	-96	64	1.39	1781	1947
*	47		1120	1	1			85	-85	46			
	47	3	1140	1	1	1140	1213	74	-74	28	0.55	17841	1724
	47	6	1200	2	1	1204	1245	64	-64	31	0.69	1786	1935
***	47		1220	2	1			42	-42	19			
	47	3	1240	2	1	1242	120	77	-77	43	0.90	1784	1949
	47	6	100	2	1	117	157	124	-123	74	1.45	17841	2008
	47	6	120	2	1	124	207	95	-95	54	1.20	1592	1937
	47	3	140	2	1	140	211	91	-90	44	0.98	1779	1955
	Subtotal							1042	-1033				
	Average							69.5	-68.9				

SCHOOL PEAK INBOUND

***	47		200	1	1			73	-73	38			
	47	3	218	2	1	218	251	65	-65	48	1.04	1783	1951
	47	6	236	2	1	241	319	55	-55	33	0.73	1781	1939
	47	3	254	2	1	254	319	65	-65	29	0.64	1769	1957
**	47	3	312	2	1			46	-46	27	0.57	1784	1793
***	47		330	1	1			78	-78	43			
	47	3	348	2	1	348	416	34	-34	20	0.43	1764	1953
	Subtotal							416	-416				
	Average							59.4	-59.4				

PM PEAK INBOUND

	47	3	406	2	1	406	442	42	-42	21	0.41	1786	2357
	47	3	424	2	1	425	510	94	-94	47	1.02	1784	2343
	47	3	442	2	1	442	522	73	-73	33	0.73	1780	1959
	47	3	500	2	1	508	551	63	-64	35	0.76	1764	2350
	47	3	518	2	1	532	612	35	-36	20		1784	1776
	47	3	536	2	1	538	610	10	-10	9	0.18	72	2359
	47	3	554	2	1	558	630	55	-58	35	0.76	1593	2345
	Subtotal							372	-377				
	Average							53.1	-53.9				

EARLY EVENING INBOUND

	47	3	612	2	1	612	640	50	-50	19	0.42	1769	1961
	47	3	630	2	1	630	700	34	-34	27	0.59	17841	2352
	47	3	700	2	1	702	733	46	-46	27	0.59	1592	2347

Central North Bus Study  
 Route 47.0 Weekdays (Central Square - Boston City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	47	3	730	2	1	730	810	22	-22	16	0.35	1782	2354
	Subtotal							152	-152				
	Average							38.0	-38.0				

NIGHT INBOUND

	47	2	800	2	1	805	830	77	-77	45	1.00	17841	2614
	47	3	830	2	1	832	903	45	-45	39	0.85	1784	2608
	47	2	900	2	1	900	930	52	-52	25	0.56	1780	2616
*	47		930	2	1			51	-51	28			
	47	2	1000	2	1	1000	1030	50	-50	30	0.67	1785	2618
	47	3	1030	2	1	1030	1054	10	-10	7	0.16	1782	2610
	47	2	1100	2	1	1100	1130	32	-32	13	0.29	1784	2620
	47	3	1130	2	1	1131	1151	10	-10	6	0.13	1778	2612
	47	3	1200	1	1	1200	1222	21	-21	14	0.31	72	2622
#	47		1230	1	1			21	-21	14			
	Subtotal							369	-369				
	Average							36.9	-36.9				

TOTAL INBOUND: 2956 -2949

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 TOTAL - ALL DAY - BOTH DIRECTIONS: 5731 -5723  
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Central North Bus Study  
Route 47.4 Weekdays (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	47.4		615	1	0			27	-27	22			
	47.4	4	625	1	0	624	642	27	-27	22	0.49	64	1316
***	47.4		635	1	0			23	-23	23			
	Subtotal							77	-77				
	Average							25.7	-25.7				
AM PEAK OUTBOUND													
	47.4	4	645	1	0	645	705	37	-37	36	0.88	21	1336
	47.4	4	655	1	0	654	714	46	-46	42	0.84	1797	1341
	47.4	4	705	1	0	705	729	66	-66	66	1.43	64	1311
	47.4	4	715	1	0	714		85	-85	77	1.71	1799	1318
	47.4	3	725	1	0	728	751	76	-76	67	1.49	2	1325
	47.4	4	735	1	0	735	757	61	-61	55	1.34	23	1338
	47.4	4	745	1	0	745	809	70	-70	64	1.28	1797	1343
	47.4	3	755	1	0	755	816	62	-62	58	1.26	22	1313
	47.4	4	805	1	0	814	834	52	-54	44	0.98	23	1319
***	47.4		815	1	0			43	-43	37			
	47.4	4	825	1	0	825	845	23	-23	19	0.46	1801	1340
	47.4	4	835	1	0	834	857	19	-19	17	0.34	64	1345
	Subtotal							640	-642				
	Average							53.3	-53.5				
MID-DAY OUTBOUND													
	47.4	3	845	1	0	845	910	29	-29	26	0.57	2	1315
	47.4	4	855	1	0	901	923	12	-12	12	0.27	64	1321
***	47.4		905	1	0			40	-40	31			
	Subtotal							81	-81				
	Average							27	-27				
SCHOOL PEAK OUTBOUND													
	47.4	3	236	2	0	236	255	19	-19	12	0.27	23	2367
	47.4	3	254	2	0	258	319	29	-29	16		1790	2379
	47.4	3	312	2	0	313	337	98	-53	45	0.98	94411	2455
	47.4	3	330	2	0	330	354	23	-22	15	0.33	1791	2369
	47.4	3	348	2	0	355	418	17	-17	10		1790	2374
	Subtotal							186	-140				
	Average							37.2	-28				
PM PEAK OUTBOUND													
***	47.4		406	2	0			26	-26	14			
	47.4	3	424	2	0	424	449	11	-10	8	0.18	1804	2371
	47.4	3	442	2	0	450	520	9	-9	7		63	2377
***	47.4		500	2	0			37	-37	21			
	47.4	3	518	2	0	518	542	6	-6	5	0.11	1790	2373
	47.4	3	536	2	0	554	613	8	-8	7		64	2376
	Subtotal							97	-96				
	Average							16.2	-16.0				

## Central North Bus Study

Route 47.4 Weekdays (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
====	=====	===	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====

TOTAL OUTBOUND:

1081 -1036

## EARLY MORNING INBOUND

*	47.4		637	1	1			10	-10	7			
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## AM PEAK INBOUND

	47.4	4	647	1	1	645	704	12	-12	7	0.16	64	1317
***	47.4		657	1	1			28	-28	15			
	47.4	4	707	1	1	707		10	-10	6	0.15	1785	1337
	47.4	4	717	1	1	715	736	16	-16	12	0.24	64	1342
	47.4	4	727	1	1	730	753	10	-10	9	0.2	1782	1312
**	47.4	3	737	1	1			23	-23	19	0.42	1	1326
	47.4	4	747	1	1	802	817	7	-7	6	0.12	1785	1332
	47.4	4	757	1	1	757	820	25	-25	21	0.51	1	1339
	47.4	4	807	1	1	809	833	19	-19	15	0.3	3	1344
	47.4	3	817	1	1	818	836	21	-21	19	0.41	64	1314
	47.4	4	827	1	1	836	859	25	-25	22	0.49	3	1320
***	47.4		837	1	1			21	-21	18			
	Subtotal							217	-217				
	Average							18.1	-18.1				

## SCHOOL PEAK INBOUND

#	47.4		209	2	1			40	-40	28			
#	47.4		227	2	1			40	-40	28			
	47.4	3	245	2	1	244	311	40	-34	28	0.61	1782	2454
	47.4	3	303	2	1	303	324	60	-60	49	1.09	15921	2368
	47.4	3	321	2	1	323	353	63	-63	60		1780	2380
	47.4	3	339	2	1	342	409	49	-93	74	1.61	1782	2456
	47.4	3	357	2	1	357	421	78	-79	71	1.58	1786	2370
	Subtotal							370	-409				
	Average							52.9	-58.4				

## PM PEAK INBOUND

	47.4	3	415	2	1	419	443	80	-80	65		1781	2375
***	47.4		433	2	1			61	-61	54			
	47.4	3	451	2	1	451	513	28	-29	27	0.6	17841	2372
	47.4	3	509	2	1	520	554	77	-77	65		1780	2378
	47.4	3	527	2	1	536	554	21	-21	16	0.36	1592	2366
	47.4	3	545	2	1	545	603	30	-29	27		17841	2460
	Subtotal							297	-297				
	Average							49.5	-49.5				

## EARLY EVENING INBOUND

#	47.4		603	2	1			30	-30	27			
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TOTAL INBOUND:

924 -963

Central North Bus Study

Route 47.4 Weekdays (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====

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TOTAL - ALL DAY - BOTH DIRECTIONS:                      2005 -1999

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## Central North Bus Study

## Route 47 Weekdays

INCLUDES Route 47.0 (Central Square - Boston City Hospital) AND

Route 47.4 (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Qns	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	47		500	1	0			16	-16	16			
	47	4	530	1	0	531	600	16	-16	16	0.36	1797	1305
**	47	3	600	1	0			53	-53	45	0.98	1801	1347
#	47.4		615	1	0			27	-27	22			
	47	4	620	1	0	625	756	53	-53	41	0.80	1798	1354
	47.4	4	625	1	0	624	642	27	-27	22	0.49	64	1316
***	47.4		635	1	0			23	-23	23			
	47	4	640	1	0	640	709	39	-36	32	0.71	1801	1307
	Subtotal							254	-251				
	Average							31.75	-31.3				
AM PEAK OUTBOUND													
	47.4	4	645	1	0	645	705	37	-37	36	0.88	21	1336
	47.4	4	655	1	0	654	714	46	-46	42	0.84	1797	1341
	47	3	700	1	0	700	731	86	-87	69	1.50	23	1002
	47.4	4	705	1	0	705	729	66	-66	66	1.43	64	1311
	47.4	4	715	1	0	714		85	-85	77	1.71	1799	1318
**	47	5	720	1	0	702	735	69	-69	60	1.18	1799	1009
	47.4	3	725	1	0	728	751	76	-76	67	1.49	2	1325
	47.4	4	735	1	0	735	757	61	-61	55	1.34	23	1338
***	47		740	1	0			48	-48	33			
	47.4	4	745	1	0	745	809	70	-70	64	1.28	1797	1343
	47.4	3	755	1	0	755	816	62	-62	58	1.26	22	1313
	47	4	800	1	0	800	830	50	-49	41	0.91	1797	1309
	47.4	4	805	1	0	814	834	52	-54	44	0.98	23	1319
***	47.4		815	1	0			43	-43	37			
	47	3	820	1	0	820	856	57	-57	48	1.04	1797	1004
	47.4	4	825	1	0	825	845	23	-23	19	0.46	1801	1340
	47.4	4	835	1	0	834	857	19	-19	17	0.34	64	1345
**	47	5	840	1	0	830	905	80	-82	47	0.92	1799	1011
	Subtotal							1030	-1034				
	Average							57.2	-57.4				
MID-DAY OUTBOUND													
	47.4	3	845	1	0	845	910	29	-29	26	0.57	2	1315
	47.4	4	855	1	0	901	923	12	-12	12	0.27	64	1321
	47	3	900	1	0	900	930	88	-88	74	1.61	23	1351
***	47.4		905	1	0			40	-40	31			
**	47	4	920	1	0			76	-78	52	1.02	23	1357
***	47		940	1	0			57	-57	45			
	47	3	1000	1	0	958	1025	28	-28	19	0.41	23	1436
	47	3	1020	1	0	1020	1046	44	-44	35	0.76	1797	1353
	47	3	1040	1	0	1040	1110	51	-51	28		22	1715
*	47		1100	1	0			44	-44	26			
	47	3	1120	1	0	1123		36	-36	23	0.50	23	1438
***	47		1140	1	0			79	-79	45			

## Central North Bus Study

## Route 47 Weekdays

INCLUDES Route 47.0 (Central Square - Boston City Hospital) AND

Route 47.4 (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	47	3	1200	2	0	1201	1232	29	-29	16	0.33	1806	1948
	47	3	1220	2	0	1220	1247	55	-55	26	0.51	1791	1725
	47	6	1240	2	0	1246	123	77	-77	44	0.98	1802	1936
	47	3	100	2	0	100	134	79	-79	57	1.27	1801	1954
***	47		120	2	0			69	-69	37			
	47	3	140	2	0	142	213	74	-74	50	1.09	1801	1950
	Subtotal							967	-969				
	Average							53.7	-53.8				

## SCHOOL PEAK OUTBOUND

***	47		200	2	0			88	-88	52			
	47	3	218	2	0	218	249	86	-86	51	1.13	1803	1956
	47.4	3	236	2	0	236	255	19	-19	12	0.27	23	2367
***	47		248	2	0			101	-101	52			
	47.4	3	254	2	0	258	319	29	-29	16		1790	2379
	47	3	306	2	0	306	344	90	-90	45	0.98	1802	1952
	47.4	3	312	2	0	313	337	98	-53	45	0.98	94411	2455
***	47		324	2	0			91	-91	45			
	47.4	3	330	2	0	330	354	23	-22	15	0.33	1791	2369
	47	3	342	2	0	343	424	81	-81	38	0.83	9441	2342
	47.4	3	348	2	0	355	418	17	-17	10		1790	2374
	Subtotal							723	-677				
	Average							65.72	-61.5				

## PM PEAK OUTBOUND

	47	3	400	2	0	400	429	59	-58	32	0.71	64	1958
***	47.4		406	2	0			26	-26	14			
	47	3	418	2	0	419	505	88	-87	66	1.43	1805	2349
	47.4	3	424	2	0	424	449	11	-10	8	0.18	1804	2371
	47	5	436	2	0	438	519	77	-77	39	0.87	1805	1801
	47.4	3	442	2	0	450	520	9	-9	7		63	2377
	47	3	454	2	0	454	536	57	-57	26	0.51	9441	2358
***	47.4		500	2	0			37	-37	21			
	47	3	512	2	0	513	556	53	-53	27	0.59	1809	2344
	47.4	3	518	2	0	518	542	6	-6	5	0.11	1790	2373
***	47		530	2	0			59	-59	33			
	47.4	3	536	2	0	554	613	8	-8	7		64	2376
	47	3	548	2	0	551	622	49	-49	27	0.59	64	2351
	Subtotal							539	-536				
	Average							41.5	-41.2				

## EARLY EVENING OUTBOUND

	47	3	600	2	0	612	641	11	-11	8		1810	1777
	47	3	630	2	0	631	701	32	-32	23	0.50	1801	2346
	47	3	700	2	0	700	729	21	-21	16	0.35	1803	2353
	47	3	730	2	0	734	759	17	-17	13	0.28	23	2348
	Subtotal							81	-81				

## Central North Bus Study

## Route 47 Weekdays

INCLUDES Route 47.0 (Central Square - Boston City Hospital) AND

Route 47.4 (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Average								20.3	-20.3				
NIGHT OUTBOUND													
	47	3	800	2	0	806	839	12	-12	7	0.15	1810	2355
	47	2	830	2	0	830	854	73	-73	38	0.84	1811	2615
*	47		900	2	0			59	-59	37			
	47	2	930	2	0	930	958	45	-45	36	0.80	64	2617
	47	3	1000	2	0	1000	1023	11	-11	9	0.20	1808	2609
	47	2	1030	2	0	1030	1053	26	-26	18	0.40	1802	2619
	47	3	1100	2	0	1100	1122	9	-9	5	0.11	9441	2611
	47	2	1130	2	0	1130	1155	24	-24	9	0.20	9441	2621
	47	4	1200	1	0	1200	1220	3	-3	2	0.04	9441	2613
	47	3	1230	1	0	1230	1247	0	0	0	0.00	1060	2623
Subtotal								262	-262				
Average								26.2	-26.2				
TOTAL OUTBOUND								3856	-3810				
-----													
EARLY MORNING INBOUND													
**	47	4	530	1	1	602	632	34	-34	28	0.62	1780	1306
	47	3	600	1	1	600	622	21	-21	16	0.31	1772	1322
	47	3	620	1	1	622	651	46	-46	22	0.48	4	1001
*	47.4		637	1	1			10	-10	7			
**	47	5	640	1	1			40	-40	28	0.55	1768	1008
Subtotal								151	-151				
Average								30.2	-30.2				
AM PEAK INBOUND													
	47.4	4	647	1	1	645	704	12	-12	7	0.16	64	1317
***	47.4		657	1	1			28	-28	15			
	47.4	4	707	1	1	707		10	-10	6	0.15	1785	1337
	47	3	700	1	1	700	730	50	-44	32	0.70	1775	1348
	47.4	4	717	1	1	715	736	16	-16	12	0.24	64	1342
	47.4	4	727	1	1	730	753	10	-10	9	0.2	1782	1312
	47	4	720	1	1	720	756	76	-79	37	0.82	1767	1308
**	47.4	3	737	1	1			23	-23	19	0.42	1	1326
	47	3	740	1	1	739	815	57	-57	44	0.96	1772	1003
	47.4	4	747	1	1	802	817	7	-7	6	0.12	1785	1332
	47.4	4	757	1	1	757	820	25	-25	21	0.51	1	1339
**	47	5	800	1	1			82	-81	40	0.78	1768	1010
	47.4	4	807	1	1	809	833	19	-19	15	0.3	3	1344
	47.4	3	817	1	1	818	836	21	-21	19	0.41	64	1314
***	47		820	1	1			97	-97	58			
	47.4	4	827	1	1	836	859	25	-25	22	0.49	3	1320
***	47.4		837	1	1			21	-21	18			
	47	4	840	1	1	840	930	102	-103	53	1.18	1772	1310

## Central North Bus Study

## Route 47 Weekdays

INCLUDES Route 47.0 (Central Square - Boston City Hospital) AND

Route 47.4 (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
Subtotal								681	-678				
Average								37.8	-37.7				

## MID-DAY INBOUND

	47	3	900	1	1	859	939	67	-62	35	0.76	1777	1005
**	47	5	920	1	1			59	-59	27	0.53	1777	1012
***	47		940	1	1			45	-45	19			
	47	3	1000	1	1	1005	1035	44	-44	16		1782	1714
***	47		1020	1	1			54	-54	25			
	47	3	1040	1	1	1034	1148	25	-23	11		17841	1437
	47	3	1100	1	1	1102	1140	96	-96	64	1.39	1781	1947
*	47		1120	1	1			85	-85	46			
	47	3	1140	1	1	1140	1213	74	-74	28	0.55	17841	1724
	47	6	1200	2	1	1204	1245	64	-64	31	0.69	1786	1935
***	47		1220	2	1			42	-42	19			
	47	3	1240	2	1	1242	120	77	-77	43	0.90	1784	1949
	47	6	100	2	1	117	157	124	-123	74	1.45	17841	2008
	47	6	120	2	1	124	207	95	-95	54	1.20	1592	1937
	47	3	140	2	1	140	211	91	-90	44	0.98	1779	1955
Subtotal								1042	-1033				
Average								69.5	-68.9				

## SCHOOL PEAK INBOUND

#	47.4		209	2	1			40	-40	28			
***	47		200	1	1			73	-73	38			
#	47.4		227	2	1			40	-40	28			
	47	3	218	2	1	218	251	65	-65	48	1.04	1783	1951
	47.4	3	245	2	1	244	311	40	-34	28	0.61	1782	2454
	47.4	3	303	2	1	303	324	60	-60	49	1.09	15921	2368
	47	6	236	2	1	241	319	55	-55	33	0.73	1781	1939
	47	3	254	2	1	254	319	65	-65	29	0.64	1769	1957
**	47	3	312	2	1			46	-46	27	0.57	1784	1793
	47.4	3	321	2	1	323	353	63	-63	60		1780	2380
***	47		330	1	1			78	-78	43			
	47.4	3	339	2	1	342	409	49	-93	74	1.61	1782	2456
	47	3	348	2	1	348	416	34	-34	20	0.43	1764	1953
	47.4	3	357	2	1	357	421	78	-79	71	1.58	1786	2370
Subtotal								786	-825				
Average								56.1	-58.9				

## PM PEAK INBOUND

	47	3	406	2	1	406	442	42	-42	21	0.41	1786	2357
	47.4	3	415	2	1	419	443	80	-80	65		1781	2375
***	47.4		433	2	1			61	-61	54			
	47	3	424	2	1	425	510	94	-94	47	1.02	1784	2343
	47.4	3	451	2	1	451	513	28	-29	27	0.6	17841	2372
	47	3	442	2	1	442	522	73	-73	33	0.73	1780	1959

Central North Bus Study

Route 47 Weekdays

INCLUDES Route 47.0 (Central Square - Boston City Hospital) AND

Route 47.4 (Brookline Ave/Park Dr - City Hospital)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	47	3	500	2	1	508	551	63	-64	35	0.76	1764	2350
	47.4	3	509	2	1	520	554	77	-77	65		1780	2378
	47	3	518	2	1	532	612	35	-36	20		1784	1776
	47.4	3	527	2	1	536	554	21	-21	16	0.36	1592	2366
	47.4	3	545	2	1	545	603	30	-29	27		17841	2460
	47	3	536	2	1	538	610	10	-10	9	0.18	72	2359
	47	3	554	2	1	558	630	55	-58	35	0.76	1593	2345
	Subtotal							669	-674				
	Average							51.5	-51.8				

EARLY EVENING INBOUND

#	47.4		603	2	1			30	-30	27			
	47	3	612	2	1	612	640	50	-50	19	0.42	1769	1961
	47	3	630	2	1	630	700	34	-34	27	0.59	17841	2352
	47	3	700	2	1	702	733	46	-46	27	0.59	1592	2347
	47	3	730	2	1	730	810	22	-22	16	0.35	1782	2334
	Subtotal							182	-182				
	Average							36.4	-36.4				

NIGHT INBOUND

	47	2	800	2	1	805	830	77	-77	45	1.00	17841	2614
	47	3	830	2	1	832	903	45	-45	39	0.85	1784	2608
	47	2	900	2	1	900	930	52	-52	25	0.56	1780	2616
*	47		930	2	1			51	-51	28			
	47	2	1000	2	1	1000	1030	50	-50	30	0.67	1785	2618
	47	3	1030	2	1	1030	1054	10	-10	7	0.16	1782	2610
	47	2	1100	2	1	1100	1130	32	-32	13	0.29	1784	2620
	47	3	1130	2	1	1131	1151	10	-10	6	0.13	1778	2612
	47	3	1200	1	1	1200	1222	21	-21	14	0.31	72	2622
#	47		1230	1	1			21	-21	14			
	Subtotal							369	-369				
	Average							36.9	-36.9				

TOTAL INBOUND: 3880 -3912

TOTAL - ALL DAY - BOTH DIRECTIONS: 7736 -7722

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	57		533	1	0			51	-51	40			
#	57		555	1	0			51	-51	40			
	57	2	610	1	0	610	630	51	-51	40	0.89	977	1220
	Subtotal							153	-153				
	Average							51	-51				
AM PEAK OUTBOUND													
***	57		625	1	0			73	-73	54			
	57	4	640	1	0	640	703	41	-41	32	0.67	963	1276
***	57		655	1	0			78	-78	61			
	57	6	705	1	0	708	737	81	-81	67		966	1281
	57	2	714	1	0	714	737	51	-51	38	0.84	967	1222
	57	2	722	1	0	723	751	71	-71	47	0.94	968	1250
***	57		730	1	0			75	-75	58			
	57	5	737	1	0	743	810	44	-44	43	0.93	966	1256
	57	4	744	1	0	747	810	30	-30	20	0.39	967	1266
	57	2	744	1	0	744	806	28	-28	19	0.37	967	1273
	57	4	751	1	0	755	817	53	-53	37	0.77	967	1278
	57	4	758	1	0	757	823	39	-39	27	0.54	967	1451
***	57		804	1	0		825	19	-19	14		967	
	57	4	810	1	0	815	842	45	-45	36	0.71	965	1261
***	57		816	1	0	816		31	-31	16			
	57	6	821	1	0	821	850	30	-30	17	0.33	966	1474
	57	2	828	1	0	830	850	6	-6	5	0.11	966	1224
	57	2	834	1	0	841	906	55	-55	40	0.80	967	1252
***	57		840	1	0			21	-21	16		966	
	Subtotal							871	-871				
	Average							45.8	-45.8				
MID-DAY OUTBOUND													
	57	5	846	1	0	855	925	44	-44	36	0.78	966	1258
	57	4	852	1	0	857	927	28	-28	19		968	1268
*	57		859	1	0			20	-20	15			
	57	2	909	1	0	906	927	12	-12	10		966	1246
	57	4	918	1	0	921	942	11	-11	7	0.14	967	1263
	57	4	928	1	0	928	954	64	-64	36		966	1453
	57	6	938	1	0	938	1003	32	-32	20	0.40	970	1476
	57	4	947	1	0	948	1009	14	-14	11		973	1873
	57	4	957	1	0	1000	1022	37	-37	22	0.43	963	1270
	57	4	1006	1	0	1004	1023	12	-12	8	0.16	966	1845
	57	4	1015	1	0	1013	1034	24	-24	21	0.41	972	1802
***	57		1024	1	0	1025	1048	25	-25	18			
	57	6	1033	1	0	1034	1056	18	-18	12	0.28	963	1901
***	57		1042	1	0	1041		15	-15	8			
	57	4	1051	1	0	1051	1111	19	-19	14		973	1875
	57	4	1100	1	0	1100	1123	26	-26	15	0.35	960	1882
	57	4	1109	1	0	1108	1127	6	-6	5	0.10	965	1847
	57	4	1118	1	0	1118	1139	27	-27	22	0.43	967	1455

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	57	4	1127	1	0	1128	1151	20	-19	15	0.29	967	1859
	57	6	1136	1	0	1136	1200	28	-28	20	0.47	963	1903
	57	4	1145	1	0	1145	1205	12	-12	11	0.23	971	1912
	57	4	1154	1	0	1153	1215	25	-25	20	0.39	960	1892
	57	4	1203	2	0	1203	1229	39	-39	29	0.67	968	1884
*	57		1212	2	0			29	-29	23			
	57	4	1221	2	0	1221	1242	19	-19	16		960	1457
	57	4	1230	2	0	1230	1253	30	-30	25	0.49	968	1849
	57	4	1239	2	0	1238	102	24	-24	20	0.39	964	1862
	57	4	1248	2	0	1248	115	43	-43	28	0.58	960	1914
	57	4	1257	2	0	1256	115	17	-17	15	0.29	960	1894
	57	4	106	2	0	106	132	40	-40	31	0.61	966	1820
	57	4	115	2	0	115	144	66	-66	57	1.24	968	1886
	57	4	124	2	0	123	144	34	-34	26	0.51	971	1838
	57	4	133	2	0	133	156	36	-36	25	0.49	970	1851
	57	4	142	2	0	140	202	30	-30	20	0.39	970	1864
	57	4	151	2	0	149	220	53	-55	33	0.69	965	1916
Subtotal								979	-980				
Average								28.0	-28.0				

SCHOOL PEAK OUTBOUND

	57	4	200	2	0	158	223	59	-59	49	0.96	899	1896
*	57		202	2	0			58	-58	42			
*	57		208	2	0			58	-58	42			
	57	4	216	2	0	216	242	57	-57	36	0.71	970	1822
	57	4	224	2	0	224	249	42	-43	29	0.58	971	1888
*	57		232	2	0			55	-55	35			
	57	4	240	2	0	239	306	68	-68	40	0.78	958	1840
	57	4	248	2	0	248	310	47	-47	30	0.59	970	1853
	57	4	252	2	0	257	319	45	-45	37	0.86	963	2329
	57	4	256	2	0		318	22	-22	17	0.33	963	1866
	57	6	304	2	0	306		68	-68	49	0.96	956	2259
	57	4	312	2	0	313	338	56	-56	34	0.67	954	1898
**	57	6	320	2	0	335		83	-83	56	1.10	959	2295
	57	4	328	2	0	329	400	86	-86	62	1.22	961	2298
	57	4	336	2	0	340	408	42	-42	29	0.58	961	2270
***	57		343	2	0			38	-38	31			
	57	4	350	2	0	349	414	36	-36	26	0.51	960	1842
	57	6	357	2	0	357	426	46	-46	27	0.54	967	2305
Subtotal								966	-967				
Average								53.7	-53.7				

PM PEAK OUTBOUND

	57	6	404	2	0	404	435	38	-38	25	0.49	975	2317
	57	6	411	2	0	411	445	56	-56	48	0.94	961	2290
	57	6	417	2	0	418		21	-21	18	0.35	957	2261
	57	4	423	2	0	423	450	51	-51	37	0.73	966	2332
	57	6	429	2	0	436	506	49	-49	47	0.92	960	2323
**	57	4	436	2	0		521	78	-78	58	1.14	966	2299

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
***	57		442	2	0			72	-72	54			
	57	4	448	2	0	448	512	20	-20	14	0.28	964	2272
**	57	6	454	2	0	500	527	47	-47	40	0.78	965	2279
	57	6	500	2	0	500		71	-71	60	1.18	965	2285
	57	4	506	2	0	506	539	62	-62	52	1.02	960	1844
***	57		512	2	0			91	-91	72			
	57	6	518	2	0	530	557	40	-40	34	0.67	953	2319
*	57		524	2	0			31	-31	26			
	57	6	530	2	0	530		22	-22	18	0.35	961	2263
	57	4	536	2	0	538	612	72	-72	65	1.27	963	2333
	57	6	542	2	0	546	615	59	-59	45	0.88	958	2325
	57	4	548	2	0	551	617	47	-47	42	0.82	899	2267
***	57		554	2	0			31	-31	26			
Subtotal								958	-958				
Average								50.4	-50.4				

EARLY EVENING OUTBOUND

	57	4	600	2	0	600	526	32	-32	28	0.56	965	2274
**	57	6	606	2	0		635	21	-21	13	0.25	953	2281
	57	6	612	2	0	612		30	-30	21	0.41	968	2287
***	57		620	2	0			76	-76	67			
	57	6	628	2	0	632	659	39	-39	28	0.49	975	2321
	57	6	636	2	0	637	703	18	-18	17	0.33	955	2292
	57	6	642	2	0	643		9	-9	8	0.16	965	2265
	57	6	650	2	0	650	716	56	-54	44	0.86	964	2327
***	57		700	2	0	700		27	-27	23			
	57	4	710	2	0	710	730	45	-44	41	0.82	958	2275
***	57		720	2	0			27	-27	24			
***	57		730	2	0	730		44	-44	34			
	57	6	740	2	0	741		17	-17	17	0.33	963	2294
	57	2	755	2	0	755	824	45	-45	39	0.85	963	2507
Subtotal								486	-483				
Average								34.7	-34.5				

NIGHT OUTBOUND

	57	4	810	2	0	810	845	45	-45	38		960	2493
	57	2	825	2	0	825	845	38	-37	34	0.76	965	2476
	57	4	840	2	0	840	905	73	-73	67	1.34	960	2500
	57	2	855	2	0	900	928	60	-60	49	1.07	959	2509
	57	4	910	2	0	910	940	39	-39	37		960	2495
	57	2	925	2	0	925	945	42	-42	37	0.82	960	2478
	57	4	940	2	0	940	1005	35	-35	31	0.62	960	2502
	57	2	955	2	0	955	1017	26	-26	24	0.52	962	2511
	57	4	1010	2	0	1010	1040	35	-35	32		960	2497
	57	2	1025	2	0	1025	1045	32	-32	26	0.58	965	2480
	57	4	1040	2	0	1040	1100	30	-30	29	0.58	965	2504
	57	2	1100	2	0	1105	1125	16	-16	13	0.28	965	2513
	57	2	1120	2	0	1120	1135	22	-22	19	0.42	965	2482
	57	4	1140	2	0	1140	1210	20	-20	19	0.38	965	2506

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====
?	57	2	1200	2	0	1200	1225	16	-16	14	0.30	960	2515
#	57		1220	1	0			16	-16	14			
#	57		1240	1	0			16	-16	14			
#	57		1255	1	0			16	-16	14			
Subtotal								577	-576				
Average								32.1	-32.0				

TOTAL OUTBOUND: 4990 -4988

EARLY MORNING INBOUND

#	57		510	1	1			30	-30	28			
#	57		530	1	1			30	-30	28			
	57	2	545	1	1	545		30	-30	28	0.62	931	1219
	57	5	600	1	1	600	627	47	-47	35	0.81	936	1231
	57	4	600	1	1	559	622	37	-37	27		925	1448
	57	4	615	1	1	615	640	58	-58	43	0.90	931	1275
	57	2	630	1	1	632	753	50	-50	39		931	1238
***	57		640	1	1	640		50	-50	41			
Subtotal								332	-332				
Average								41.5	-41.5				

AM PEAK INBOUND

	57	2	650	1	1	649	712	69	-69	45	1.00	929	1221
	57	2	656	1	1	655	722	74	-74	51	1.02	924	1249
***	57		702	1	1	701	731	77	-77	59			
	57	5	708	1	1	711	742	99	-99	67	1.46	931	1255
***	57		714	1	1			62	-62	54			
	57	4	720	1	1	720	755	94	-94	73	1.52	931	1277
	57	4	726	1	1	726	755	58	-58	52		924	1450
***	57		732	1	1			68	-68	45			
	57	4	738	1	1	737	813	89	-89	65	1.27	922	1260
***	57		744	1	1	744		50	-50	42			
	57	6	750	1	1	750	818	42	-42	39	0.76	931	1473
	57	2	756	1	1	755	828	55	-55	41	0.91	930	1223
	57	2	802	1	1	802	838	95	-95	74	1.48	931	1251
***	57	2	808	1	1	808		70	-70	59			
	57	5	814	1	1	816	852	90	-90	67	1.46	928	1257
	57	4	820	1	1	820	856	93	-93	80	1.57	929	1267
	57	4	826	1	1	826	900	81	-82	68	1.42	926	1279
	57	4	832	1	1	832	916	81	-81	68	1.33	927	1248
***	57		838	1	1			60	-60	46			
	57	4	844	1	1	845	920	47	-47	39	0.76	932	1262
Subtotal								1385	-1386				
Average								72.7	-72.7				

MID-DAY INBOUND

***	57		850	1	1			60	-60	52			
***	57		856	1	1			54	-54	41			

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	57	2	902	1	1	900	926	30	-30	23	0.51	932	1225
	57	2	908	1	1	912	939	39	-39	31	0.62	926	1253
***	57		914	1	1	914		34	-34	29			
	57	5	920	1	1	926	954	60	-60	51	1.11	925	1259
	57	4	927	1	1	930	958	41	-41	30	0.59	935	1269
	57	4	936	1	1	930	959	78	-78	68	1.33	931	1855
	57	2	945	1	1	939	1003	41	-41	32		929	1247
	57	4	954	1	1	956	1025	58	-58	50	0.98	931	1264
	57	6	1003	1	1	1005	1032	65	-65	45	1.05	924	1900
	57	6	1012	1	1	1012	1040	36	-36	23	0.46	931	1477
	57	4	1021	1	1	1021	1047	39	-39	31		932	1874
***	57		1030	1	1			40	-40	29			
	57	4	1039	1	1	1037	1101	28	-28	20	0.39	927	1846
	57	4	1048	1	1	1050	1114	42	-42	32	0.63	931	1803
	57	4	1057	1	1	1058	1122	27	-27	23	0.45	933	1858
	57	6	1106	1	1	1107	1134	46	-46	33	0.77	922	1902
	57	4	1115	1	1	1115	1143	34	-34	29	0.60	922	1911
	57	4	1124	1	1	1122	1144	24	-24	19	0.37	926	1891
	57	4	1133	1	1	1133	1201	42	-42	30	0.70	927	1883
	57	4	1142	1	1	1140	1201	18	-18	15	0.29	924	1848
	57	4	1151	1	1	1151	1220	52	-52	34	0.67	931	1456
	57	2	1230	1	1	1230	1250	2	-2	2	0.04	931	2516
***	57		1200	2	1			37	-37	29			
	57	6	1209	2	1	1213	1242	43	-43	31	0.72	921	1904
	57	4	1218	2	1	1218	1245	28	-28	19	0.40	927	1913
	57	4	1227	2	1	1226	1247	13	-13	7	0.14	926	1893
	57	4	1236	2	1	1240	106	55	-55	44	1.02	926	1885
*	57		1245	2	1			49	-49	35			
	57	4	1254	2	1	1256	122	43	-43	26	0.51	926	1458
	57	4	103	2	1	103	128	34	-34	21	0.41	920	1850
	57	4	112	2	1		138	76	-76	69	1.35	926	1863
	57	4	121	2	1	121	147	37	-37	27	0.56	923	1915
	57	4	130	2	1	128	145	12	-12	10	0.20	931	1895
	57		138	2	1			31	-31	23			
	57	4	146	2	1	146	215	49	-49	36	0.71	919	1821
	57	4	154	2	1	154	220	51	-43	37	0.74	931	1887
Subtotal								1548	-1540				
Average								40.7	-40.5				
SCHOOL PEAK INBOUND													
*	57		202	2	1			50	-50	35			
	57	4	210	2	1	211	235	49	-49	32	0.63	923	1839
	57	4	218	2	1	218	245	47	-47	25	0.49	922	1852
	57	4	226	2	1	227	253	31	-31	17	0.33	917	1865
	57	4	234	2	1	231	305	45	-45	31		927	1917
	57	4	242	2	1	241	304	26	-26	18	0.35	913	1897
*	57		250	2	1			39	-39	27			
	57	4	258	2	1	258	325	51	-51	35	0.69	926	1823
	57	4	306	2	1	306	231	45	-45	30	0.60	921	1889

Central North Bus Study  
Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
*	57		313	2	1			49	-49	33			
	57	4	320	2	1	319	346	52	-52	35	0.69	924	1841
	57	4	327	2	1	326	351	33	-33	19	0.37	914	1854
	57	4	334	2	1	334	355	28	-28	16	0.32	926	2330
	57	4	341	2	1	342	406	26	-26	20	0.39	913	1867
	57	6	347	2	1	347		54	-54	41	0.80	9031	2260
	57	4	353	2	1	348		18	-18	8	0.16	929	1899
#	57		359	2	1			18	-18	8			
Subtotal								661	-661				
Average								38.9	-38.9				

PM PEAK INBOUND

#	57		406	2	1			53	-53	32			
***	57		412	2	1			53	-53	32			
	57	4	418	2	1	418	445	13	-13	9	0.18	917	2269
**	57	6	424	2	1	430	456	15	-15	11	0.22	921	2276
	57	6	430	2	1	430		24	-24	19	0.37	924	2284
	57	4	436	2	1	435	459	31	-31	17	0.33	931	1843
	57	6	442	2	1	440	512	21	-21	12	0.24	9031	2306
	57	6	448	2	1	448	527	64	-63	40		921	2318
	57	6	454	2	1	501		24	-24	14	0.27	921	2291
	57	6	500	2	1	500		27	-27	21	0.41	921	2262
	57	4	506	2	1	506	538	51	-51	36	0.71	921	2331
***	57		512	2	1			39	-39	22			
*	57		518	2	1			34	-34	20			
***	57		524	2	1			28	-28	18			
	57	4	530	2	1	530	558	10	-10	9	0.18	921	2271
**	57	6	536	2	1	544	608	20	-20	14	0.27	924	2278
	57	6	544	2	1	544		17	-17	11	0.22	918	2286
***	57		554	2	1			53	-53	34			
Subtotal								577	-576				
Average								32.1	-32.0				

EARLY EVENING INBOUND

	57	6	600	2	1	600	626	7	-7	6	0.12	903	2320
*	57		606	2	1			15	-15	12			
	57	6	614	2	1	614		23	-23	17	0.33	931	2264
	57	6	622	2	1	621	647	26	-26	17	0.33	921	2326
	57	4	630	2	1	629	654	13	-13	10	0.20	920	2266
	57	4	640	2	1	640	703	25	-25	15	0.30	900	2273
***	57		650	2	1	650		27	-27	18			
***	57		700	2	1			32	-32	29			
	57	6	707	2	1	714	736	13	-13	9	0.16	914	2322
	57	6	715	2	1	716	738	2	-2	2	0.04	936	2293
	57	6	730	2	1	730	756	33	-33	28	0.55	922	2328
	57	4	745	2	1	745	810	19	-19	13		920	2492
Subtotal								235	-235				
Average								19.6	-19.6				

## Central North Bus Study

Route 57 Weekdays (Watertown Square - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
NIGHT INBOUND													
	57	6	800	2	1	800	822	26	-26	22	0.58	927	2230
	57	4	815	2	1	815	835	6	-6	5	0.10	931	2499
	57	2	830	2	1	835	858	22	-22	13	0.28	918	2508
	57	4	845	2	1	845	908	11	-11	8		921	2494
	57	2	900	2	1	900	920	14	-14	10	0.22	922	2477
	57	4	915	2	1	916	940	22	-21	19	0.38	919	2501
	57	2	930	2	1	930	955	8	-8	7	0.15	926	2510
	57	4	945	2	1	945	1010	6	-6	6		931	2496
	57	2	1000	2	1	1000	1015	14	-14	12	0.27	926	2479
	57	4	1015	2	1	1015	1035	16	-16	15	0.30	913	2503
	57	2	1030	2	1	1030	1050	16	-16	14	0.30	919	2512
	57	2	1050	2	1	1050	1109	7	-7	5	0.11	928	2481
	57	4	1110	2	1	1110	1131	14	-16	8	0.16	920	2505
	57	2	1130	2	1	1130	1155	8	-8	7	0.15	931	2514
#	57		1150	2	1			8	-8	7			
#	57		1210	1	1			8	-8	7			
#	57		1230	1	1			8	-8	7			
	Subtotal							214	-215				
	Average							12.6	-12.6				

TOTAL INBOUND: 4952 -4945

TOTAL - ALL DAY - BOTH DIRECTIONS 9942 -9933

## Central North Bus Study

Route 60.0 Weekdays (Chestnut Hill - Kenmore Square via Cypress)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	60		525	1	0			16	-16	15			
	60	4	550	1	0	551	610	16	-16	15	0.33	899	1405
	60	6	615	1	0	616	635	24	-23	19	0.42	899	1399
	60	5	635	1	0	643	703	18	-17	11	0.24	1520	1293
	Subtotal							74	-72				
	Average							18.5	-18				
AM PEAK OUTBOUND													
	60	4	650	1	0	650	715	34	-33	20	0.43	1520	1407
	Subtotal							34	-33				
	Average							34	-33				
MID-DAY OUT. OUTBOUND													
	60	4	850	1	0		917	22	-22	19	0.50	1532	1812
	60	4	920	1	0	925	946	38	-38	25	0.66	1520	1962
	60	4	950	1	0		1014	19	-19	14	0.37	1526	1814
	60	4	1020	1	0	1024	1048	22	-22	16	0.42	1520	1964
	60	4	1050	1	0		1116	24	-24	18	0.47	1520	1816
	60	4	1120	1	0	1120	1141	12	-12	7	0.18	899	1804
	60	4	1150	1	0		1217	24	-24	13	0.34	1524	1818
	60	4	1210	2	0	1214	1235	13	-10	10		1778	1876
	60	4	1235	2	0	1236	100	26	-25	20	0.43	1520	1828
	60	4	104	2	0	104	135	28	-20	22	0.48	1529	1868
	60	4	132	2	0	133	156	19	-21	11	0.29	1520	1808
	Subtotal							247	-237				
	Average							22.5	-21.5				
SCHOOL PEAK OUTBOUND													
	60	6	200	2	0	201	230	20	-20	17	0.37	1520	1907
	60	4	228	2	0	229	253	39	-39	25		1527	1880
	60	4	256	2	0	258	323	30	-29	20	0.43	1527	1832
	60	4	322	2	0	322	355	36	-30	17	0.37	1526	1872
***	60	4	342	2	0			35	-35	25			
	Subtotal							160	-153				
	Average							32.0	-30.6				
PM PEAK OUTBOUND													
	60	4	545	2	0	544	615	44	-37	28	0.61	1527	2233
	Subtotal							44	-37				
	Average							44	-37				
EARLY EVENING OUTBOUND													
	60	4	610	2	0	609	634	30	-29	24		1523	2470
	60	4	630	2	0	630	656	18	-18	14	0.30	1523	2258
	60	4	645	2	0	645	710	21	-18	15	0.33	1521	2235
	60	4	715	2	0	712	734	13	-13	8		1520	2472
	60	4	745	2	0	747	810	14	-11	7	0.15	1530	2237

## Central North Bus Study

Route 60.0 Weekdays (Chestnut Hill - Kenmore Square via Cypress)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
Subtotal								96	-89				
Average								19.2	-17.8				
NIGHT OUTBOUND													
	60	4	815	2	0	811	729	8	-8	7		1526	2474
	60	2	845	2	0	845	904	6	-5	5		1520	2483
	60	2	945	2	0	945	1001	8	-5	5		1526	2485
	60	2	1045	2	0	1045	1058	4	-4	4		1530	2487
	60	2	1130	2	0	1130	1145	12	-8	8		1526	2489
#	60		1215	1	0			8	-8	6			
#	60		100	1	0			8	-8	6			
Subtotal								54	-46				
Average								7.7	-6.6				
TOTAL OUTBOUND								709	-667				
-----													
EARLY MORNING INBOUND													
#	60		500	1	1			22	-22	21			
###	60		525	1	1			22	-22	21			
###	60		550	1	1			22	-22	21			
	60	4	615	1	1	615	640	35	-35	30	0.65	1557	1406
	60	6	640	1	1	640	701	24	-25	25	0.56	1556	1400
Subtotal								125	-126				
Average								25.0	-25.2				
AM PEAK INBOUND													
	60	5	700	1	1	705	729	43	-44	35	0.76	15591	1294
Subtotal								43	-44				
Average								43	-44				
MID-DAY INBOUND													
	60	5	900	1	1	905	930	15	-15	10	0.22	1557	1298
	60	4	920	1	1		947	25	-25	18	0.47	1558	1813
	60	4	950	1	1		1018	30	-30	20	0.53	15591	1963
	60	4	1020	1	1		1046	12	-12	11	0.29	15591	1815
	60	4	1050	1	1	1050	1111	19	-19	12	0.32	1562	1965
	60	4	1120	1	1		1150	14	-14	11	0.29	1560	1817
	60	4	1150	1	1	1141	1210	21	-21	11	0.29	1561	1805
	60	4	1220	2	1			13	-13	9	0.24	1562	1819
	60	4	1245	2	1	1246	110	21	-24	20		1552	1877
	60	4	110	2	1	111	132	21	-22	11	0.24	1806	1829
	60	4	139	2	1	139	202	26	-26	25	0.54	1561	1869
Subtotal								217	-221				
Average								19.7	-20.1				
SCHOOL PEAK INBOUND													
	60	4	207	2	1	207	232	28	-28	18	0.47	1561	1809
	60	6	235	2	1	236	308	35	-34	22		1562	1908

Central North Bus Study

Route 60.0 Weekdays (Chestnut Hill - Kenmore Square via Cypress)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	60	4	303	2	1	304	329	43	-43	31		1806	1881
	60	4	330	2	1	332	356	31	-32	21	0.46	1545	1833
#	60		352	2	1			31	-31	21			
	Subtotal							168	-168				
	Average							33.6	-33.6				

PM PEAK INBOUND

Subtotal	0	0
Average	0	0

EARLY EVENING INBOUND

60	4	615	2	1	617		15	-22	16	0.35	1545	2234
60	4	645	2	1	642	702	22	-23	14		1561	2471
60	4	715	2	1	714	737	8	-11	6	0.13	1561	2236
60	4	745	2	1	743	801	7	-7	5		1552	2473
	Subtotal						52	-63				
	Average						13.0	-15.8				

NIGHT INBOUND

60	4	815	2	1	817	836	2	-5	3	0.07	1805	2238
60	2	915	2	1	915	932	10	-11	10		1984	2484
60	2	1015	2	1	1015	1037	12	-15	14		1983	2486
60	2	1110	2	1	1110	1126	8	-8	8		1552	2488
60	2	1155	2	1	1155	1210	8	-12	9		1545	2490
#	60	1240	1	1			8	-8	8			
	Subtotal						48	-59				
	Average						8.0	-9.8				

TOTAL INBOUND	653	-681
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TOTAL - ALL DAY - BOTH DIRECTIONS:	1362	-1348
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Central North Bus Study  
Route 60.1 Weekdays (Cypress St - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
AM PEAK OUTBOUND													
	60.1	6	712	1	0	715	732	8	-7	6	0.15	899	1299
	60.1	6	757	1	0	759	818	31	-29	28	0.72	899	1301
*	60.1		812	1	0			17	-17	15			
	60.1	6	842	1	0	856	914	3	-2	2	0.05	1520	1303
	Subtotal							59	-55				
	Average							14.8	-13.8				
SCHOOL PEAK OUTBOUND													
	60.1	4	358	2	0	402	422	18	-18	12	0.27	1520	2239
	Subtotal							18	-18				
	Average							18	-18				
PM PEAK OUTBOUND													
	60.1	4	423	2	0	425	444	13	-14	11		1523	2466
	60.1	4	448	2	0	449	515	20	-20	14	0.31	1523	2241
	60.1	4	513	2	0	512	531	21	-21	14		1522	2468
	60.1	4	538	2	0	538	557	18	-18	13	0.29	1520	2243
	Subtotal							72	-73				
	Average							18.0	-18.3				
TOTAL OUTBOUND								149	-146				
-----													
AM PEAK INBOUND													
	60.1	6	735	1	1	736	755	28	-29	22	0.56	1557	1300
*	60.1		757	1	1			25	-25	19			
	60.1	6	820	1	1	821	855	22	-24	15	0.38	1558	1302
*	60.1		842	1	1			13	-13	10			
	Subtotal							88	-91				
	Average							22.0	-22.8				
MID-DAY INBOUND													
	60.1	6	905	1	1	914	929	3	-4	4	0.10	1561	1304
	Subtotal							3	-4				
	Average							3	-4				
PM PEAK INBOUND													
	60.1	4	425	2	1	425	444	5	-5	5	0.11	1561	2240
	60.1	4	450	2	1	449	502	38	-38	36		1562	2467
	60.1	4	515	2	1	516	531	10	-10	9	0.20	1561	2242
	60.1	4	540	2	1	543	600	15	-15	13		1563	2469
	Subtotal							68	-68				
	Average							17.0	-17.0				
TOTAL INBOUND								159	-163				
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TOTAL - ALL DAY - BOTH DIRECTIONS:								308	-309				

Central North Bus Study

Route 60.2 Weekdays (Cypress St - Brookline Ave/Washington St)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
EARLY EVENING INBOUND													
	60.2	4	602	2	1	602	606	1	-1	1	0.02	1530	2244

Central North Bus Study

Route 60.3 Weekdays (Chestnut Hill - Brookline Ave/Washington St via Cypress)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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EARLY MORNING OUTBOUND

x	60.3		445	1	0								
x	60.3		510	1	0								
			Subtotal										
			Average										

TOTAL OUTBOUND

EARLY EVENING INBOUND

x	60.3		700	2	1								
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NIGHT INBOUND

	60.3	4	845	2	1	842	853	2	-2	2		1545	2475
x	60.3		122	1	1								
			Subtotal										
			Average										

TOTAL INBOUND

TOTAL - ALL DAY - BOTH DIRECTIONS

Central North Bus Study  
Route 60.4 Weekdays (Chestnut Hill - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
AM PEAK OUTBOUND													
	60.4	6	710	1	0	711		29	-27	21	0.47	1520	1401
	60.4	5	730	1	0	731	750	38	-36	23	0.5	1535	1295
	60.4	4	750	1	0	750	813	31	-31	18	0.39	1535	1409
	60.4	6	810	1	0	815	842	78	-78	51		1519	1403
###	60.4		830	1	0			23	-23	19			
	Subtotal							199	-195				
	Average							39.8	-39.0				
PM PEAK OUTBOUND													
	60.4	4	406	2	0	406	429	20	-18	16	0.35	1526	2254
	60.4	4	431	2	0	434	503	42	-36	32	0.7	1523	2231
***	60.4	4	456	2	0			36	-36	30		1523	2336
	60.4	4	521	2	0	521	550	28	-28	23	0.5	1523	2256
	Subtotal							126	-118				
	Average							31.5	-29.5				
TOTAL OUTBOUND								325	-313				
AM PEAK INBOUND													
	60.4	4	720	1	1	720	743	27	-28	20	0.43	1556	1408
	60.4	6	740	1	1	738	812	55	-57	46	1.02	1546	1402
	60.4	5	800	1	1	800	836	34	-36	29	0.63	1557	1296
	60.4	4	820	1	1	820	851	44	-44	34	0.74	1556	1410
	60.4	6	840	1	1	843	921	21	-21	17		1555	1404
	Subtotal							181	-186				
	Average							36.2	-37.2				
PM PEAK INBOUND													
***	60.4	4	417	2	1	415		41	-41	35			
	60.4	4	442	2	1	442	512	47	-50	34	0.74	1805	2255
	60.4	4	507	2	1	509	532	52	-58	38	0.83	1805	2232
***	60.4	4	532	2	1			30	-30	27			
	60.4	4	557	2	1	557	620	26	-26	18	0.39	1806	2257
	Subtotal							196	-205				
	Average							39.2	-41.0				
TOTAL INBOUND								377	-391				
TOTAL - ALL DAY - BOTH DIRECTIONS								702	-704				

# Central North Bus Study

## Route 60 Weekdays

INCLUDES Route 60.0 (Chestnut Hill - Kenmore Square via Cypress),

Route 60.1 (Cypress St - Kenmore Square)

Route 60.2 (Cypress St - Brookline Ave/Washington St)

Route 60.3 (Chestnut Hill - Brookline Ave/Washington St via Cypress)

Route 60.4 (Chestnut Hill - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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## EARLY MORNING OUTBOUND

x	60.3		445	1	0								
x	60.3		510	1	0								
#	60		525	1	0			20	-20	17			
	60	4	550	1	0	551	610	16	-16	15	0.33	899	1405
	60	6	615	1	0	616	635	24	-23	19	0.42	899	1399
	60	5	635	1	0	643	703	18	-17	11	0.24	1520	1293
	Subtotal							78	-76				
	Average							19.5	-19				

## AM PEAK OUTBOUND

	60	4	650	1	0	650	715	34	-33	20	0.43	1520	1407
	60.4	6	710	1	0	711		29	-27	21	0.47	1520	1401
	60.1	6	712	1	0	715	732	8	-7	6	0.15	899	1299
	60.4	5	730	1	0	731	750	38	-36	23	0.5	1535	1295
	60.4	4	750	1	0	750	813	31	-31	18	0.39	1535	1409
	60.1	6	757	1	0	759	818	31	-29	28	0.72	899	1301
	60.4	6	810	1	0	815	842	78	-78	51		1519	1403
	60.1		812	1	0			17	-17	15			
###	60.4		830	1	0			23	-23	19			
	60.1	6	842	1	0	856	914	3	-2	2	0.05	1520	1303
	Subtotal							292	-283				
	Average							29.2	-28.3				

## MID-DAY OUT OUTBOUND

	60	4	850	1	0		917	22	-22	19	0.50	1532	1812
	60	4	920	1	0	925	946	38	-38	25	0.66	1520	1962
	60	4	950	1	0		1014	19	-19	14	0.37	1526	1814
	60	4	1020	1	0	1024	1048	22	-22	16	0.42	1520	1964
	60	4	1050	1	0		1116	24	-24	18	0.47	1520	1816
	60	4	1120	1	0	1120	1141	12	-12	7	0.18	899	1804
	60	4	1150	1	0		1217	24	-24	13	0.34	1524	1818
	60	4	1210	2	0	1214	1235	13	-10	10		1778	1876
	60	4	1235	2	0	1236	100	26	-25	20	0.43	1520	1828
	60	4	104	2	0	104	135	28	-20	22	0.48	1529	1868
	60	4	132	2	0	133	156	19	-21	11	0.29	1520	1808
	Subtotal							247	-237				
	Average							22.5	-21.5				

## SCHOOL PEAK OUTBOUND

	60	6	200	2	0	201	230	20	-20	17	0.37	1520	1907
	60	4	228	2	0	229	253	39	-39	25		1527	1880
	60	4	256	2	0	258	323	30	-29	20	0.43	1527	1832
	60	4	322	2	0	322	355	36	-30	17	0.37	1526	1872

# Central North Bus Study

## Route 60 Weekdays

INCLUDES Route 60.0 (Chestnut Hill - Kenmore Square via Cypress),  
 Route 60.1 (Cypress St - Kenmore Square)  
 Route 60.2 (Cypress St - Brookline Ave/Washington St)  
 Route 60.3 (Chestnut Hill - Brookline Ave/Washington St via Cypress)  
 Route 60.4 (Chestnut Hill - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
***	60	4	342	2	0			35	-35	25			
	60.1	4	358	2	0	402	422	18	-18	12	0.27	1520	2239
	Subtotal							178	-171				
	Average							29.7	-28.5				

## PM PEAK OUTBOUND

	60.4	4	406	2	0	406	429	20	-18	16	0.35	1526	2254
	60.1	4	423	2	0	425	444	13	-14	11		1523	2466
	60.4	4	431	2	0	434	503	42	-36	32	0.7	1523	2231
	60.1	4	448	2	0	449	515	20	-20	14	0.31	1523	2241
***	60.4		456	2	0			36	-36	30		1523	
	60.1	4	513	2	0	512	531	21	-21	14		1522	2468
	60.4	4	521	2	0	521	550	28	-28	23	0.5	1523	2256
	60.1	4	538	2	0	538	557	18	-18	13	0.29	1520	2243
	60	4	545	2	0	544	615	44	-37	28	0.61	1527	2233
	Subtotal							242	-228				
	Average							26.9	-25.3				

## EARLY EVENING OUTBOUND

	60	4	610	2	0	609	634	30	-29	24		1523	2470
	60	4	630	2	0	630	656	18	-18	14	0.30	1523	2258
	60	4	645	2	0	645	710	21	-18	15	0.33	1521	2235
	60	4	715	2	0	712	734	13	-13	8		1520	2472
	60	4	745	2	0	747	810	14	-11	7	0.15	1530	2237
	Subtotal							96	-89				
	Average							19.2	-17.8				

## NIGHT OUTBOUND

	60	4	815	2	0	811	729	8	-8	7		1526	2474
	60	2	845	2	0	845	904	6	-5	5		1520	2483
	60	2	945	2	0	945	1001	8	-5	5		1526	2485
	60	2	1045	2	0	1045	1058	4	-4	4		1530	2487
	60	2	1130	2	0	1130	1145	12	-8	8		1526	2489
#	60		1215	1	0			8	-8	6			
#	60		100	1	0			8	-8	6			
	Subtotal							54	-46				
	Average							7.7	-6.6				

## TOTAL OUTBOUND

1187 -1130

## EARLY MORNING INBOUND

x 60 500 1 1

Central North Bus Study

Route 60 Weekdays

INCLUDES Route 60.0 (Chestnut Hill - Kenmore Square via Cypress),  
 Route 60.1 (Cypress St - Kenmore Square)  
 Route 60.2 (Cypress St - Brookline Ave/Washington St)  
 Route 60.3 (Chestnut Hill - Brookline Ave/Washington St via Cypress)  
 Route 60.4 (Chestnut Hill - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
x	60		525	1	1								
x	60		550	1	1								
	60	4	615	1	1	615	640	35	-35	30	0.65	1557	1406
	60	6	640	1	1	640	701	24	-25	25	0.56	1556	1400
	Subtotal							59	-60				
	Average							29.5	-30.0				

AM PEAK INBOUND

	60	5	700	1	1	705	729	43	-44	35	0.76	15591	1294
	60.4	4	720	1	1	720	743	27	-28	20	0.43	1556	1408
	60.1	6	735	1	1	736	755	28	-29	22	0.56	1557	1300
	60.4	6	740	1	1	738	812	55	-57	46	1.02	1546	1402
*	60.1		757	1	1			25	-25	19			
	60.4	5	800	1	1	800	836	34	-36	29	0.63		
	60.4	4	820	1	1	820	851	44	-44	34	0.74	1556	1410
	60.1	6	820	1	1	821	855	22	-24	15	0.38	1558	1302
*	60.1		842	1	1			13	-13	10			
	60.4	6	840	1	1	843	921	21	-21	17		1555	1404
	Subtotal							312	-321				
	Average							31.2	-32.1				

MID-DAY INBOUND

	60.1	6	905	1	1	914	929	3	-4	4	0.1	1561	1304
	60	5	900	1	1	905	930	15	-15	10	0.22	1557	1298
	60	4	920	1	1		947	25	-25	18	0.47	1558	1813
	60	4	950	1	1		1018	30	-30	20	0.53	15591	1963
	60	4	1020	1	1		1046	12	-12	11	0.29	15591	1815
	60	4	1050	1	1	1050	1111	19	-19	12	0.32	1562	1965
	60	4	1120	1	1		1150	14	-14	11	0.29	1560	1817
	60	4	1150	1	1	1141	1210	21	-21	11	0.29	1561	1805
	60	4	1220	2	1			13	-13	9	0.24	1562	1819
	60	4	1245	2	1	1246	110	21	-24	20		1552	1877
	60	4	110	2	1	111	132	21	-22	11	0.24	1806	1829
	60	4	139	2	1	139	202	26	-26	25	0.54	1561	1869
	Subtotal							220	-225				
	Average							18.3	-18.8				

SCHOOL PEAK INBOUND

	60	4	207	2	1	207	232	28	-28	18	0.47	1561	1809
	60	6	235	2	1	236	308	35	-34	22		1562	1908
	60	4	303	2	1	304	329	43	-43	31		1806	1881
	60	4	330	2	1	332	356	31	-32	21	0.46	1545	1833
#	60		352	2	1			31	-31	21			
	Subtotal							168	-168				

# Central North Bus Study

## Route 60 Weekdays

INCLUDES Route 60.0 (Chestnut Hill - Kenmore Square via Cypress),  
 Route 60.1 (Cypress St - Kenmore Square)  
 Route 60.2 (Cypress St - Brookline Ave/Washington St)  
 Route 60.3 (Chestnut Hill - Brookline Ave/Washington St via Cypress)  
 Route 60.4 (Chestnut Hill - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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### Average

33.6 -33.6

### PM PEAK INBOUND

	60.1	4	425	2	1	425	444	5	-5	5	0.11	1561	2240
***	60.4	4	417	2	1	415		41	-41	35			
	60.1	4	450	2	1	449	502	38	-38	36		1562	2467
	60.4	4	442	2	1	442	512	47	-50	34	0.74	1805	2255
	60.1	4	515	2	1	516	531	10	-10	9	0.2	1561	2242
	60.4	4	507	2	1	509	532	52	-58	38	0.83	1805	2232
	60.1	4	540	2	1	543	600	15	-15	13		1563	2469
***	60.4	4	532	2	1			30	-30	27			
	60.4	4	557	2	1	557	620	26	-26	18	0.39	1806	2257
	Subtotal							264	-273				
	Average							29.3	-30.3				

### EARLY EVENING INBOUND

	60.2	4	602	2	1	602	606	1	-1	1	0.02	2244	
	60	4	615	2	1	617		15	-22	16	0.35	1545	2234
	60	4	645	2	1	642	702	22	-23	14		1561	2471
x	60.3		700	2	1								
	60	4	715	2	1	714	737	8	-11	6	0.13	1561	2236
	60	4	745	2	1	743	801	7	-7	5		1552	2473
	Subtotal							53	-64				
	Average							10.6	-12.8				

### NIGHT INBOUND

	60	4	815	2	1	817	836	2	-5	3	0.07	1805	2238
	60.3	4	845	2	1	842	853	2	-2	2		1545	2475
	60	2	915	2	1	915	932	10	-11	10		1984	2484
	60	2	1015	2	1	1015	1037	12	-15	14		1983	2486
	60	2	1110	2	1	1110	1126	8	-8	8		1552	2488
	60	2	1155	2	1	1155	1210	8	-12	9		1545	2490
#	60		1240	1	1			8	-8	8			
x	60.3		122	1	1								
	Subtotal							50	-61				
	Average							7.1	-8.7				

### TOTAL INBOUND

1126 -1172

### TOTAL - ALL DAY - BOTH DIRECTIONS:

2313 -2302

Central North Bus Study  
Route 63.0 Weekdays (Cleveland Circle - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	63		520	1	0			7	-7	6			
#	63		545	1	0			7	-7	6			
	63	3	600	1	0	601	616	7	-7	6	0.13	1070	1025
	63	5	625	1	0	627	643	14	-14	13		1078	1035
	63	5	642	1	0	641	659	19	-19	12	0.25	1065	1059
Subtotal								54	-54				
Average								10.8	-10.8				
AM PEAK OUTBOUND													
	63	3	700	1	0	702	725	45	-45	35	0.78	1082	1027
	63	5	720	1	0	719	741	33	-33	22		1062	1037
	63	5	740	1	0	741	758	44	-44	31	0.65	5273	1061
	63	3	800	1	0	801	824	38	-38	24	0.53	1083	1029
	63	5	820	1	0	820	844	44	-44	31		1082	1039
	63	5	840	1	0	840	859	21	-21	12	0.25	1087	1063
Subtotal								225	-225				
Average								37.5	-37.5				
MID-DAY OUTBOUND													
	63	3	900	1	0	900	925	17	-17	12		1065	1708
	63	3	920	1	0	925	942	25	-25	14		1065	1069
	63	3	950	1	0	950	1013	28	-28	17	0.33	1088	1978
	63	3	1020	1	0	1023	1043	20	-20	12		1084	1744
	63	3	1050	1	0	1050	1013	23	-23	17	0.33	1080	1980
	63	3	1120	1	0	1122	1142	17	-23	7		1081	1746
	63	3	1150	1	0	1150	1215	22	-22	16	0.31	1083	1982
	63	3	1220	2	0		1245	32	-32	19	0.42	1074	1738
	63	3	1250	2	0	1250	111	24	-24	17	0.38	1085	1702
	63	3	120	2	0		145	25	-25	13	0.29	1084	1740
	63	3	150	2	0	150	211	24	-24	15	0.33	1085	1704
Subtotal								257	-263				
Average								23.4	-23.9				
SCHOOL PEAK OUTBOUND													
	63	3	220	2	0		243	26	-26	12	0.27	1065	1742
	63	5	240	2	0	240	301	22	-22	14	0.33	1080	2446
	63	4	300	2	0	300	321	14	-14	11	0.24	1078	2018
	63	5	320	2	0	323	345	36	-36	22	0.48	1085	2086
	63	5	340	2	0	342	406	15	-15	10	0.22	1081	2054
Subtotal								113	-113				
Average								22.6	-22.6				
PM PEAK OUTBOUND													
	63	4	400	2	0	406	429	31	-31	17	0.37	1078	2020
	63	5	420	2	0	420	445	33	-33	21	0.46	1074	2088
	63	5	440	2	0	441	509	47	-47	34	0.76	1081	2056
	63	4	500	2	0	502	528	51	-51	44	0.96	1079	2022
	63	5	520	2	0	527	553	53	-53	38	0.83	1065	2090

Central North Bus Study  
Route 63.0 Weekdays (Cleveland Circle - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
	63	5	540	2	0	545		44	-44	36	0.80	5273	2058
	Subtotal							259	-259				
	Average							43.2	-43.2				
EARLY EVENING OUTBOUND													
	63	4	600	2	0	603	625	17	-17	13	0.28	1070	2024
	63	5	620	2	0	620	643	30	-30	20	0.43	1070	2092
	63	4	650	2	0	650	713	19	-19	13	0.28	1080	2026
	Subtotal							66	-66				
	Average							22.0	-22.0				
TOTAL OUTBOUND:								974	-980				
EARLY MORNING INBOUND													
#	63		540	2	0			23	-23	22			
#	63		605	2	0			23	-23	22			
	63	3	630	1	1	628	645	23	-23	16	0.36	1055	1026
	Subtotal							69	-69				
	Average							23.0	-23.0				
AM PEAK INBOUND													
	63	5	650	1	1	650	711	30	-30	25		1055	1036
	63	5	710	1	1	710	732	40	-40	28	0.58	1034	1060
	63	3	730	1	1	729	757	69	-69	44	0.98	1033	1028
	63	5	750	1	1	750	815	59	-59	42		1049	1038
	63	5	810	1	1	810	839	54	-54	42	0.88	1039	1062
	63	3	830	1	1	828	854	39	-39	30	0.67	1037	1030
	Subtotal							291	-291				
	Average							48.5	-48.5				
MID-DAY INBOUND													
	63	5	850	1	1	851	916	35	-35	31		1038	1040
	63	5	910	1	1	910	931	29	-29	20	0.42	1037	1064
	63	3	930	1	1	930	955	28	-28	18		1041	1709
	63	3	950	1	1	950	1010	20	-20	11		1039	1070
	63	3	1020	1	1	1020	1043	24	-24	14	0.27	1057	1979
	63	3	1050	1	1	1053	1114	22	-22	15		1047	1745
	63	3	1120	1	1	1122	1145	31	-31	20	0.39	1046	1981
	63	3	1150	1	1	1152	1215	29	-29	17		1037	1747
	63	3	1220	2	1	1220	1243	34	-34	19	0.37	1040	1983
	63	3	1250	2	1			38	-38	22	0.49	1049	1739
	63	3	120	2	1	120	140	23	-23	10	0.22	1043	1703
	63	3	150	2	1		215	57	-57	34	0.76	1039	1741
	Subtotal							370	-370				
	Average							30.8	-30.8				
SCHOOL PEAK INBOUND													
	63	3	220	2	1	220	248	59	-59	37	0.82	1049	1705

Central North Bus Study  
Route 63.0 Weekdays (Cleveland Circle - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
	63	3	250	2	1		315	22	-22	10	0.22	1032	1743
	63	5	310	2	1	309	334	41	-41	28	0.65	1036	2447
	63	4	330	2	1	330	357	65	-65	54	1.17	1040	2019
	63	5	350	2	1	350	416	34	-34	24	0.52	1047	2087
	Subtotal							221	-221				
	Average							44.2	-44.2				

PM PEAK INBOUND

63	5	410	2	1	410		33	-33	19	0.42	1036	2055
63	4	430	2	1	430	500	42	-42	25	0.54	1037	2021
63	5	450	2	1	450	523	58	-58	42	0.91	1055	2089
63	5	510	2	1	510		36	-36	22	0.49	1056	2057
63	4	530	2	1	530	556	32	-31	18	0.39	1055	2023
63	5	550	2	1	553	615	22	-22	16	0.35	1051	2091
	Subtotal						223	-222				
	Average						37.2	-37.0				

EARLY EVENING INBOUND

63	5	610	2	1	610	627	16	-16	13	0.29	1035	2059
63	4	630	2	1	630	646	5	-5	3	0.07	1036	2025
63	5	650	2	1	650	705	7	-7	7	0.15	1034	2093
63	4	720	2	1	720	740	6	-6	6	0.13	1043	2027
	Subtotal						34	-34				
	Average						8.5	-8.5				

TOTAL INBOUND: 1208 -1207

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TOTAL - ALL DAY - BOTH DIRECTIONS 2182 -2187

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Central North Bus Study

Route 63.1 Weekdays (Cleveland Circle - Central Square via Oak Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY EVENING OUTBOUND													
	63.1	5	730	2	0	730	801	48	-48	40	0.93	1060	2064
NIGHT OUTBOUND													
	63.1	3	830	2	0	830	857	19	-19	18	0.40	1061	2631
	63.1	3	930	2	0	930	955	23	-23	21	0.47	1066	2633
	63.1	3	1030	2	0	1030	1052	22	-22	18	0.40	1068	2635
	63.1	3	1120	2	0	1120	1141	6	-6	6	0.13	1060	2637
	63.1	4	1210	1	0	1218	1240	8	-8	7	0.16	5273	2639
	Subtotal							78	-78				
	Average							15.6	-15.6				
TOTAL OUTBOUND:								126	-126				
-----													
NIGHT INBOUND													
	63.1	5	800	2	1	801	820	21	-21	15	0.35	1112	2065
	63.1	3	900	2	1	900	920	16	-16	13	0.29	1112	2632
	63.1	3	1000	2	1	1000	1015	5	-5	3	0.07	1057	2634
	63.1	3	1100	2	1	1100	1116	11	-11	7	0.16	1056	2636
	63.1	3	1150	2	1	1142	1156	1	-1	1	0.02	1029	2638
	63.1	4	1240	1	1	1240	1256	0	0	0	0.00	5273	2640
	Subtotal							54	-54				
	Average							9.0	-9.0				
TOTAL INBOUND								54	-54				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS:								180	-180				

# Central North Bus Study

## Route 63 Weekdays

INCLUDES Route 63.0 (Cleveland Circle - Central Square) AND

Route 63.1 (Cleveland Circle - Central Square via Oak Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	63		520	1	0			7	-7	6			
#	63		545	1	0			7	-7	6			
	63	3	600	1	0	601	616	7	-7	6	0.13	1070	1025
	63	5	625	1	0	627	643	14	-14	13		1078	1035
	63	5	642	1	0	641	659	19	-19	12	0.25	1065	1059
Subtotal								54	-54				
Average								10.8	-10.8				
AM PEAK OUTBOUND													
	63	3	700	1	0	702	725	45	-45	35	0.78	1082	1027
	63	5	720	1	0	719	741	33	-33	22		1062	1037
	63	5	740	1	0	741	758	44	-44	31	0.65	5273	1061
	63	3	800	1	0	801	824	38	-38	24	0.53	1083	1029
	63	5	820	1	0	820	844	44	-44	31		1082	1039
	63	5	840	1	0	840	859	21	-21	12	0.25	1087	1063
Subtotal								225	-225				
Average								37.5	-37.5				
MID-DAY OUTBOUND													
	63	3	900	1	0	900	925	17	-17	12		1065	1708
	63	3	920	1	0	925	942	25	-25	14		1065	1069
	63	3	950	1	0	950	1013	28	-28	17	0.33	1088	1978
	63	3	1020	1	0	1023	1043	20	-20	12		1084	1744
	63	3	1050	1	0	1050	1013	23	-23	17	0.33	1080	1980
	63	3	1120	1	0	1122	1142	17	-23	7		1081	1746
	63	3	1150	1	0	1150	1215	22	-22	16	0.31	1083	1982
	63	3	1220	2	0		1245	32	-32	19	0.42	1074	1738
	63	3	1250	2	0	1250	111	24	-24	17	0.38	1085	1702
	63	3	120	2	0		145	25	-25	13	0.29	1084	1740
	63	3	150	2	0	150	211	24	-24	15	0.33	1085	1704
Subtotal								257	-263				
Average								23.4	-23.9				
SCHOOL PEAK OUTBOUND													
	63	3	220	2	0		243	26	-26	12	0.27	1065	1742
	63	5	240	2	0	240	301	22	-22	14	0.33	1080	2446
	63	4	300	2	0	300	321	14	-14	11	0.24	1078	2018
	63	5	320	2	0	323	345	36	-36	22	0.48	1085	2086
	63	5	340	2	0	342	406	15	-15	10	0.22	1081	2054
Subtotal								113	-113				
Average								22.6	-22.6				
PM PEAK OUTBOUND													
	63	4	400	2	0	406	429	31	-31	17	0.37	1078	2020
	63	5	420	2	0	420	445	33	-33	21	0.46	1074	2088
	63	5	440	2	0	441	509	47	-47	34	0.76	1081	2056

Central North Bus Study

Route 63 Weekdays

INCLUDES Route 63.0 (Cleveland Circle - Central Square) AND

Route 63.1 (Cleveland Circle - Central Square via Oak Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	63	4	500	2	0	502	528	51	-51	44	0.96	1079	2022
	63	5	520	2	0	527	553	53	-53	38	0.83	1065	2090
	63	5	540	2	0	545		44	-44	36	0.80	5273	2058
	Subtotal							259	-259				
	Average							43.2	-43.2				

EARLY EVENING OUTBOUND

63	4	600	2	0	603	625	17	-17	13	0.28	1070	2024
63	5	620	2	0	620	643	30	-30	20	0.43	1070	2092
63	4	650	2	0	650	713	19	-19	13	0.28	1080	2026
63.1	5	730	2	0	730	801	48	-48	40	0.93	1060	2064
	Subtotal							114	-114			
	Average							28.5	-28.5			

NIGHT OUTBOUND

63.1	3	830	2	0	830	857	19	-19	18	0.40	1061	2631
63.1	3	930	2	0	930	955	23	-23	21	0.47	1066	2633
63.1	3	1030	2	0	1030	1052	22	-22	18	0.40	1068	2635
63.1	3	1120	2	0	1120	1141	6	-6	6	0.13	1060	2637
63.1	4	1210	1	0	1218	1240	8	-8	7	0.16	5273	2639
	Subtotal							78	-78			
	Average							15.6	-15.6			

TOTAL OUTBOUND:

1100 -1106

EARLY MORNING INBOUND

#	63		540	2	0			23	-23	22			
#	63		605	2	0			23	-23	22			
	63	3	630	1	1	628	645	23	-23	16	0.36	1055	1026
	Subtotal							69	-69				
	Average							23.0	-23.0				

AM PEAK INBOUND

63	5	650	1	1	650	711	30	-30	25		1055	1036
63	5	710	1	1	710	732	40	-40	28	0.58	1034	1060
63	3	730	1	1	729	757	69	-69	44	0.98	1033	1028
63	5	750	1	1	750	815	59	-59	42		1049	1038
63	5	810	1	1	810	839	54	-54	42	0.88	1039	1062
63	3	830	1	1	828	854	39	-39	30	0.67	1037	1030
	Subtotal							291	-291			
	Average							48.5	-48.5			

MID-DAY INBOUND

63	5	850	1	1	851	916	35	-35	31		1038	1040
63	5	910	1	1	910	931	29	-29	20	0.42	1037	1064
63	3	930	1	1	930	955	28	-28	18		1041	1709

# Central North Bus Study

## Route 63 Weekdays

INCLUDES Route 63.0 (Cleveland Circle - Central Square) AND

Route 63.1 (Cleveland Circle - Central Square via Oak Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	63	3	950	1	1	950	1010	20	-20	11		1039	1070
	63	3	1020	1	1	1020	1043	24	-24	14	0.27	1057	1979
	63	3	1050	1	1	1053	1114	22	-22	15		1047	1745
	63	3	1120	1	1	1122	1145	31	-31	20	0.39	1046	1981
	63	3	1150	1	1	1152	1215	29	-29	17		1037	1747
	63	3	1220	2	1	1220	1243	34	-34	19	0.37	1040	1983
	63	3	1250	2	1			38	-38	22	0.49	1049	1739
	63	3	120	2	1	120	140	23	-23	10	0.22	1043	1703
	63	3	150	2	1		215	57	-57	34	0.76	1039	1741
	Subtotal							370	-370				
	Average							30.8	-30.8				

## SCHOOL PEAK INBOUND

63	3	220	2	1	220	248	59	-59	37	0.82	1049	1705
63	3	250	2	1		315	22	-22	10	0.22	1032	1743
63	5	310	2	1	309	334	41	-41	28	0.65	1036	2447
63	4	330	2	1	330	357	65	-65	54	1.17	1040	2019
63	5	350	2	1	350	416	34	-34	24	0.52	1047	2087
Subtotal							221	-221				
Average							44.2	-44.2				

## PM PEAK INBOUND

63	5	410	2	1	410		33	-33	19	0.42	1036	2055
63	4	430	2	1	430	500	42	-42	25	0.54	1037	2021
63	5	450	2	1	450	523	58	-58	42	0.91	1055	2089
63	5	510	2	1	510		36	-36	22	0.49	1056	2057
63	4	530	2	1	530	556	32	-31	18	0.39	1055	2023
63	5	550	2	1	553	615	22	-22	16	0.35	1051	2091
Subtotal							223	-222				
Average							37.2	-37.0				

## EARLY EVENING INBOUND

63	5	610	2	1	610	627	16	-16	13	0.29	1035	2059
63	4	630	2	1	630	646	5	-5	3	0.07	1036	2025
63	5	650	2	1	650	705	7	-7	7	0.15	1034	2093
63	4	720	2	1	720	740	6	-6	6	0.13	1043	2027
Subtotal							34	-34				
Average							8.5	-8.5				

## NIGHT INBOUND

63.1	5	800	2	1	801	820	21	-21	15	0.35	1112	2065
63.1	3	900	2	1	900	920	16	-16	13	0.29	1112	2632
63.1	3	1000	2	1	1000	1015	5	-5	3	0.07	1057	2634
63.1	3	1100	2	1	1100	1116	11	-11	7	0.16	1056	2636
63.1	3	1150	2	1	1142	1156	1	-1	1	0.02	1029	2638
63.1	4	1240	1	1	1240	1256	0	0	0	0.00	5273	2640
Subtotal							54	-54				

Central North Bus Study

Route 63 Weekdays

INCLUDES Route 63.0 (Cleveland Circle - Central Square) AND

Route 63.1 (Cleveland Circle - Central Square via Oak Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Average								9.0	-9.0				
TOTAL INBOUND:								1262	-1261				
TOTAL - ALL DAY - BOTH DIRECTIONS								2362	-2367				

Central North Bus Study  
Route 64.5 Weekdays (Oak Square - Central Square)

Note	Route	Schd Day	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND												
#	64.5		552	1	0		18	-18	18			
	64.5	3	614	1	0	615	631	18	-18	18	0.40	1065 1197
	64.5	6	636	1	0	635	651	24	-24	23	0.50	1191 1191
	Subtotal						60	-60				
	Average						20.0	-20.0				
AM PEAK OUTBOUND												
	64.5	3	658	1	0	658	720	33	-31	21	0.47	1062 1199
	64.5	5	714	1	0	714	737	25	-24	19	0.43	1060 1041
	64.5	6	730	1	0	729	747	30	-30	24	0.52	2445 1193
	64.5	3	750	1	0	750	814	23	-23	18	0.40	1194 1201
	64.5	5	810	1	0	811	834	20	-20	14	0.32	1191 1043
	64.5	6	830	1	0	830	846	23	-23	20	0.43	1192 1195
	Subtotal						154	-151				
	Average						25.7	-25.2				
MID-DAY OUTBOUND												
	64.5	3	850	1	0	850	911	4	-4	4	0.09	1065 1203
	64.5	5	910	1	0	915	940	10	-10	7	0.16	1064 1045
	64.5	3	940	1	0	940	1001	5	-5	5	0.11	1065 1205
	64.5	5	1010	1	0	1011	1033	6	-6	5	0.11	1191 1047
	64.5	3	1040	1	0	1042	1104	13	-13	9	0.20	1060 1750
	64.5	5	1110	1	0	1114		16	-14	12	0.27	1060 1049
	64.5	3	1140	1	0	1156	1219	11	-11	11	0.24	2445 1752
	64.5	3	1210	2	0	1210	1232	11	-11	11	0.24	1061 1778
	64.5	3	1240	2	0	1242	106	19	-19	17	0.38	1065 1764
	64.5	3	110	2	0	110	134	20	-20	16	0.36	2445 1780
	64.5	3	140	2	0	140	204	19	-19	15	0.33	1190 1726
	Subtotal						134	-132				
	Average						12.2	-12.0				
SCHOOL PEAK OUTBOUND												
	64.5	3	210	2	0	210	232	37	-37	28	0.61	1062 2034
	64.5	3	240	2	0	240	302	18	-18	16	0.35	1065 1728
	64.5	3	310	2	0	310	340	27	-27	25	0.54	1060 2036
	64.5	5	330	2	0	331	400	21	-21	16	0.36	1065 2094
	64.5	3	350	2	0	350	413	32	-32	24	0.52	1065 1730
	Subtotal						135	-135				
	Average						27.0	-27.0				
PM PEAK OUTBOUND												
	64.5	3	410	2	0	410	435	32	-32	29	0.63	1060 2038
	64.5	5	430	2	0	431	450	30	-30	27	0.60	1062 2096
	64.5	4	450	2	0	450	515	30	-30	17	0.37	1060 2428
	64.5	3	510	2	0	510	545	43	-43	35	0.76	1060 2040
	64.5	5	530	2	0	535	601	70	-70	66	1.47	1061 2098
	64.5	4	550	2	0	550	617	23	-22	17	0.37	1062 2430
	Subtotal						228	-227				

Central North Bus Study  
Route 64.5 Weekdays (Oak Square - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
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Average 38.0 -37.8

EARLY EVENING OUTBOUND

64.5	3		610	2	0	610	630	21	-21	21	0.46	1065	2042
64.5	5		630	2	0	630		26	-26	23	0.51	1060	2100
64.5	4		650	2	0	650	711	28	-28	16	0.35	2445	2432
Subtotal								75	-75				
Average								25.0	-25.0				

TOTAL OUTBOUND: 786 -780

EARLY MORNING INBOUND

## 64.5			531	1	1			19	-19	15			
## 64.5			553	1	1			19	-19	15			
## 64.5			615	1	1			19	-19	15			
64.5	3		637	1	1	637	654	35	-35	27	0.60	1118	1192
Subtotal								92	-92				
Average								23.0	-23.0				

AM PEAK INBOUND

64.5	6		700	1	1	658	720	52	-52	39	0.85	1107	1192
64.5	3		720	1	1	720	742	38	-40	32	0.71	1118	1200
64.5	5		740	1	1	739	804	52	-53	44	1.00	1119	1042
64.5	6		800	1	1	759	817	27	-27	22	0.48	1115	1194
64.5	3		820	1	1	820	849	69	-69	54	1.20	1118	1202
64.5	5		840	1	1	839	900	26	-26	16	0.36	1055	1044
Subtotal								264	-267				
Average								44.0	-44.5				

MID-DAY INBOUND

64.5	6		900	1	1	850	825	45	-45	35		1107	1196
64.5	3		915	1	1	915	934	20	-20	18	0.40	1118	1204
64.5	5		940	1	1	942	1001	22	-22	19	0.42	1055	1046
64.5	3		1010	1	1	1010	1028	16	-16	15	0.33	1055	1206
64.5	5		1040	1	1	1039	1055	11	-11	10	0.22	1055	1048
64.5	3		1110	1	1	1110	1125	7	-7	6	0.13	1120	1761
64.5	5		1140	1	1	1140	1203	19	-21	18	0.40	1115	1050
64.5	3		1210	2	1	1219	1236	16	-16	13	0.29	1118	1763
64.5	3		1240	2	1	1240	1258	5	-5	5	0.11	1118	1779
64.5	3		110	2	1		129	13	-13	12	0.27	1055	1765
64.5	3		140	2	1	141	157	14	-14	10	0.22	1055	1781
Subtotal								188	-190				
Average								17.1	-17.3				

SCHOOL PEAK INBOUND

64.5	3		210	2	1	212	232	21	-21	17	0.37	1055	1727
64.5	3		240	2	1	240	300	16	-16	11	0.24	1106	2035
64.5	3		310	2	1	313	335	23	-23	12	0.26	1109	1729

Central North Bus Study  
Route 64.5 Weekdays (Oak Square - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	64.5	3	340	2	1	340	400	15	-15	14	0.30	1113	2037
	Subtotal							75	-75				
	Average							18.8	-18.8				
PM PEAK INBOUND													
	64.5	5	400	2	1	400	430	14	-14	12	0.27	1113	2095
	64.5	3	420	2	1	420	440	8	-8	7	0.15	1055	1731
	64.5	3	440	2	1	440	505	17	-17	17	0.37	1055	2039
	64.5	5	500	2	1	500	530	25	-25	24	0.53	1113	2097
	64.5	4	520	2	1	520	541	18	-18	11	0.24	1118	2429
	64.5	3	540	2	1	540	607	9	-9	8	0.17	1114	2041
	Subtotal							91	-91				
	Average							15.2	-15.2				
EARLY EVENING INBOUND													
	64.5	5	600	2	1	602	625	20	-20	18	0.40	1119	2099
	64.5	4	620	2	1	620	635	20	-20	11	0.24	1118	2431
	64.5	3	635	2	1	635	655	2	-2	2	0.04	1055	2043
	64.5	5	655	2	1	700	715	2	-2	2	0.04	1096	2101
	64.5	4	712	2	1	712	730	0	0	0	0.00	5273	2433
	Subtotal							44	-44				
	Average							8.8	-8.8				
TOTAL INBOUND								754	-759				

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TOTAL - ALL DAY - BOTH DIRECTIONS: 1540 -1539

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Central North Bus Study  
Route 65.0 Weekdays (Brighton Center - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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EARLY MORNING OUTBOUND

#	65		630	1	0			23	-23	15			
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AM PEAK OUTBOUND

65	4		700	1	0		725	23	-23	15		899	1412
65	6		720	1	0	721	743	17	-17	13	0.34	1292	1421
65	6		740	1	0	739	801	23	-23	15	0.39	8993	1427
65	4		800	1	0	800	825	21	-21	13		8993	1414
65	6		820	1	0	824	851	21	-21	17	0.45	899	1423
65	6		840	1	0	855	918	10	-10	8	0.21	1290	1429
Subtotal								115	-115				
Average								19.2	-19.2				

MID-DAY OUTBOUND

65	4		900	1	0	900	925	26	-26	23		899	1416
65	6		935	1	0	938	950	23	-23	13	0.34	1520	1425
65	4		1005	1	0	1005	1030	16	-16	10		899	1418
65	4		1035	1	0	1036	1057	20	-20	12	0.26	899	1824
65	4		1105	1	0	1107	1133	23	-23	9	0.20	1289	1834
65	4		1135	1	0	1136	1156	18	-18	10	0.22	1778	1826
65	4		1205	2	0	1205	1233	31	-31	15		1289	1836
65	4		1220	2	0	1219	1240	12	-12	5	0.13	1522	1806
65	6		1250	2	0	1251	120	32	-32	25	0.54	1519	1905
65	4		118	2	0	119	141	26	-26	14		899	1878
65	4		146	2	0	152	217	40	-40	23	0.50	1523	1830
Subtotal								267	-267				
Average								24.3	-24.3				

SCHOOL PEAK OUTBOUND

65	4		214	2	0	214	240	41	-44	25	0.54	1522	1870
65	4		242	2	0	243	308	34	-34	20	0.53	1524	1810
65	6		310	2	0	310	342	49	-49	32	0.70	1523	1909
65	4		336	2	0	339	412	71	-71	49	1.09	1523	2245
65	6		351	2	0	356	422	38	-38	27	0.71	1523	2224
Subtotal								233	-236				
Average								46.6	-47.2				

PM PEAK OUTBOUND

65	6		414	2	0	415	442	49	-49	39	0.85	1523	2250
65	4		439	2	0	447	520	55	-55	46	1.02	1523	2247
65	6		504	2	0	505		56	-56	40	1.05	1287	2226
65	6		529	2	0	529	558	47	-47	33	0.72	1522	2252
65	4		555	2	0	555	620	38	-37	27		1286	2249
Subtotal								245	-244				
Average								49.0	-48.8				

EARLY EVENING OUTBOUND

65	6		620	2	0	620	648	19	-19	14	0.37	1286	2228
#	65		635	2	0			19	-19	14			

Central North Bus Study  
Route 65.0 Weekdays (Brighton Center - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

Subtotal								38	-38				
Average								19.0	-19.0				

TOTAL OUTBOUND: 921 -923

AM PEAK INBOUND

65	4	630	1	1	630	655	43	-43	40			1558	1411
#	65	650	1	1			43	-43	40				
#	65	710	1	1			47	-47	42				
65	4	730	1	1	730	800	47	-47	42			1278	1413
65	6	750	1	1	750	824	60	-60	48	1.26		1279	1422
65	6	810	1	1	810	855	40	-40	34	1.13		1281	1428
65	4	830	1	1	830	905	56	-56	48			1281	1415
Subtotal							336	-336					
Average							48.0	-48.0					

MID-DAY INBOUND

65	6	852	1	1	852	925	40	-40	30	0.79		1556	1424
65	6	915	1	1	918	945	25	-25	20	0.53		1276	1430
65	4	935	1	1	935	1005	30	-30	18			1275	1417
65	6	1005	1	1	1005	1030	33	-33	22	0.58		1281	1426
65	4	1035	1	1	1030	1110	30	-30	20			1561	1419
65	4	1105	1	1	1106	1132	21	-21	10	0.22		1805	1825
65	4	1135	1	1	1135	1201	28	-28	16	0.36		1804	1835
65	4	1205	2	1	1206	1233	30	-30	20	0.43		1562	1827
65	4	1235	2	1	1236	106	26	-26	18	0.40		1561	1837
65	4	1255	2	1	1254	117	18	-18	10	0.26		1804	1807
65	6	125	2	1	125		36	-36	19	0.41		1282	1906
65	4	155	2	1	155	226	38	-38	17			1806	1879
Subtotal							355	-355					
Average							29.6	-29.6					

SCHOOL PEAK INBOUND

65	4	223	2	1	224	249	26	-26	13	0.28		1561	1831
65	4	250	2	1	250	315	20	-20	17	0.37		1805	1871
65	4	318	2	1		350	63	-63	50	1.32		1806	1811
65	6	345	2	1	345	412	43	-43	31			1805	1910
Subtotal							152	-152					
Average							38.0	-38.0					

PM PEAK INBOUND

65	4	408	2	1	415	443	27	-27	18	0.40		1557	2246
65	6	425	2	1	426	449	11	-11	5	0.13		1805	2225
65	6	450	2	1	450	522	44	-44	37	0.80		1806	2251
65	4	515	2	1	524	545	23	-23	14	0.31		1563	2248
65	6	540	2	1	542	604	13	-13	7	0.18		1805	2227
Subtotal							118	-118					
Average							23.6	-23.6					

Central North Bus Study  
 Route 65.0 Weekdays (Brighton Center - Kenmore Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY EVENING INBOUND													
	65	6	605	2	1	605	636	17	-17	10	0.22	1805	2253
TOTAL INBOUND								978	-978				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS								1899	-1901				
-----													

Central North Bus Study  
Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
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EARLY MORNING OUTBOUND

##	66		445	1	0			23	-23	17			
##	66		513	1	0			23	-23	17			
##	66		525	1	0			23	-23	17			
##	66		538	1	0			23	-23	17			
##	66		553	1	0			23	-23	17			
##	66		608	1	0			23	-23	17			
	66	5	621	1	0	622	637	67	-67	57	1.12	1358	1380
	66	5	632	1	0	634	651	61	-61	45	0.98	1366	1372
	66	2	640	1	0	639	655	49	-49	42	0.93	1360	1367
	Subtotal							315	-315				
	Average							35.0	-35.0				

AM PEAK OUTBOUND

*	66		648	1	0			56	-56	43			
	66	4	655	1	0	655	716	63	-73	44	0.98	64	1360
*	66		703	1	0			54	-54	37			
	66	6	710	1	0	710		44	-44	31	0.69	64	1386
	66	5	718	1	0	718	736	85	-85	75	1.47	1358	1382
	66	5	725	1	0	725	749	91	-91	64	1.39	1366	1374
	66	4	732	1	0	732	757	85	-85	53	1.18	64	1368
	66	5	740	1	0	740	805	123	-123	73	1.59	64	1394
	66	5	747	1	0		824	77	-77	72	1.60	64	1444
	66	4	755	1	0	757	824	100	-100	67	1.49	64	1362
*	66		802	1	0			85	-85	60			
	66	6	810	1	0	811	831	70	-68	52	1.16	64	1388
	66	5	817	1	0	820	841	47	-47	38		641	1384
	66	5	825	1	0	825	848	48	-48	36	0.78	1358	1376
	66	4	832	1	0	831	855	60	-60	46	1.02	1358	1370
	66	5	841	1	0	845	906	58	-58	47	1.02	1361	1396
	Subtotal							1146	-1154				
	Average							71.6	-72.1				

MID-DAY OUTBOUND

	66	4	855	1	0	903	928	105	-105	69	1.53	1359	1364
	66	6	908	1	0	909	935	68	-68	48	1.07	1358	1390
*	66		918	1	0			67	-67	42			
	66	5	928	1	0	925	948	65	-65	35		1358	1378
	66	6	938	1	0	938	1001	42	-42	23	0.51	64	1472
	66	5	948	1	0	949	1010	30	-30	20	0.43	1359	1398
	66	6	959	1	0	1000	1023	42	-42	21	0.47	64	1600
	66	5	1011	1	0	1013	1036	38	-38	19	0.44	1358	1446
*	66		1023	1	0			50	-50	29			
	66	6	1035	1	0	1035	1055	62	-49	39		64	1392
	66	6	1047	1	0	1047	1109	49	-49	26	0.57	1358	1583
***	66		1059	1	0			46	-46	24			
	66	6	1111	1	0	1112	1139	53	-53	32	0.71	1369	1602
	66	6	1123	1	0	1123	1143	26	-26	21	0.47	1371	1575
	66	6	1135	1	0		1206	96	-96	53	1.18	1367	1595

## Central North Bus Study

Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Schd Day	Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
*	66		1147	1	0			72	-72	40			
	66	6	1159	1	0	1158	1224	47	-47	26	0.57	1371	1585
***	66		1211	2	0	1211		32	-32	17			
	66	6	1223	2	0	1223		36	-36	22	0.49	13581	1604
	66	6	1235	2	0		102	49	-49	26	0.58	1368	1577
	66	6	1247	2	0	1255	115	62	-62	30	0.67	641	1597
*	66		1259	2	0			55	-55	28			
	66	5	111	2	0	111	135	47	-47	25	0.56	1367	1545
	66	6	123	2	0	126	156	56	-56	31	0.67	1369	1587
	66	6	145	2	0	146	213	67	-67	38	0.84	1360	1579
*	66		155	2	0			57	-57	33			
	Subtotal							1419	-1406				
	Average							54.6	-54.1				

## SCHOOL PEAK OUTBOUND

	66	6	205	2	0	205	239	47	-47	27	0.60	1370	2011
	66	6	215	2	0	215	244	45	-45	28	0.61	1360	1973
	66	5	225	2	0	229	251	84	-84	50	1.11	64	1547
	66	6	235	2	0	235	258	55	-55	33		64	1589
	66	6	245	2	0	245	315	72	-72	40	0.89	1285	1616
	66	6	254	2	0		320	39	-39	26	0.58	1360	1581
	66	4	303	2	0	303	334	62	-62	56	1.24	1362	1971
*	66		312	2	0			58	-58	37			
	66	6	321	2	0	330	355	34	-34	18	0.39	1369	1975
	66	5	330	2	0	335	405	64	-64	38	0.84	1367	1549
	66	6	339	2	0	347	416	29	-29	24	0.52	1374	1591
	66	6	348	2	0	348	412	22	-22	16	0.36	1375	2013
	Subtotal							631	-631				
	Average							52.6	-52.6				

## PM PEAK OUTBOUND

*	66		405	2	0			37	-37	27			
	66	2	413	2	0	413	440	53	-53	38	0.88	1367	2388
*	66	6	422	2	0			62	-62	46	1.02	1618	
	66	6	430	2	0	430	505	48	-48	27	0.59	1977	
	66	2	439	2	0	441	508	59	-59	31	0.69	1285	2400
	66	6	447	2	0	451	530	39	-39	31	0.67	1373	1593
	66	2	456	2	0	501	530	50	-50	32	0.71	1368	2386
*	66		504	2	0			37	-37	21			
	66	6	513	2	0	513	542	24	-24	10	0.22	1362	2015
	66	2	521	2	0	522	545	66	-66	36	0.84	64	2390
	66	2	538	2	0	538	600	28	-28	19	0.38	1368	2394
*	66	2	530	2	0			32	-32	21			
	66	2	553	2	0	555	614	36	-36	22	0.49	64	2588
	Subtotal							571	-571				
	Average							43.9	-43.9				

## EARLY EVENING OUTBOUND

	66	2	604	2	0	605	630	39	-39	28	0.62	1371	2382
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## Central North Bus Study

Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	66	6	617	2	0	621	644	42	-42	28	0.62	1358	2017
	66	2	630	2	0	626	645	45	-45	26	0.60	64	2392
	66	2	645	2	0	645	704	32	-32	22	0.44	1285	2396
	66	2	700	2	0	701	730	13	-12	8	0.18	1372	2590
	66	2	712	2	0	713	736	6	-5	4	0.09	1367	2384
	66	2	737	2	0	737	755	30	-30	20	0.40	1373	2398
Subtotal								207	-205				
Average								29.6	-29.3				

## NIGHT OUTBOUND

	66	2	805	2	0	806	823	24	-24	14	0.31	1367	2592
*	66		832	2	0			22	-22	13			
	66	6	900	2	0	900	923	20	-20	11	0.24	1372	2674
	66	2	930	2	0	928		21	-21	16	0.36	1373	2594
	66	2	1000	2	0	1000	1019	24	-24	18	0.40	1362	2602
	66	2	1030	2	0	1038	1045	21	-21	15	0.33	64	2596
	66	2	1100	2	0	1100	1120	11	-11	7	0.16	1374	2604
	66	2	1130	2	0	1129		14	-14	9	0.20	1377	2598
	66	3	1200	1	0	1200	1221	21	-21	13	0.29	1358	2606
	66	3	1230	1	0	1229		4	-4	3	0.07	1362	2600
#	66		1257	1	0			4	-4	3			
Subtotal								186	-186				
Average								16.9	-16.9				

## TOTAL OUTBOUND

4475 -4468

## EARLY MORNING INBOUND

#	66		502	1	1			12	-12	9			
#	66		530	1	1			12	-12	9			
#	66		547	1	1			12	-12	9			
	66	5	600	1	1	600	615	12	-12	9	0.18	1314	1379
	66	5	610	1	1	612	631	16	-16	12	0.26	1322	1371
	66	2	620	1	1	619	636	16	-16	10	0.22	1302	1366
	66	4	629	1	1	629	648	26	-26	17	0.38	1315	1359
	66	6	638	1	1	635		19	-19	12	0.27	1308	1385
Subtotal								125	-125				
Average								15.6	-15.6				

## AM PEAK INBOUND

	66	5	647	1	1	647	708	33	-33	22	0.43	1311	1381
	66	5	654	1	1	654	715	36	-36	22	0.48	9425	1373
	66	4	702	1	1	701	719	11	-11	8	0.18	1308	1365
	66	5	709	1	1	708	735	50	-50	40	0.87	1322	1393
	66	5	717	1	1		749	50	-50	27	0.60	1322	1443
	66	4	724	1	1	726	753	87	-87	55	1.22	1306	1361
*	66		732	1	1			80	-80	52			
	66	6	739	1	1	739	807	73	-73	49	1.09	1310	1387
	66	5	747	1	1	747	818	78	-78	59	1.16	1310	1383

Central North Bus Study  
Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
	66	5	754	1	1	754	819	38	-38	33	0.72	1305	1375
	66	4	802	1	1	802	827	53	-53	35	0.78	1307	1369
	66	5	809	1	1	809	843	47	-47	27	0.59	1310	1395
	66	5	817	1	1	826	910	43	-43	25	0.56	1316	1445
	66	4	824	1	1		900	126	-126	78	1.73	1310	1363
*	66		832	1	1			72	-72	45			
	66	6	839	1	1	839	905	17	-17	12	0.27	11451	1389
Subtotal								894	-894				
Average								55.9	-55.9				

MID-DAY INBOUND

*	66		847	1	1			27	-27	20			
	66	5	854	1	1	854	919	36	-36	27	0.59	1307	1377
*	66		900	1	1			42	-42	25			
	66	5	912	1	1	913	940	48	-48	23	0.50	1310	1397
	66	6	924	1	1	924	947	31	-31	23	0.51	1305	1599
#	66		936	1	1			31	-31	23			
#	66		948	1	1			47	-47	30			
	66	6	1000	1	1	1000		47	-47	30	0.67	1320	1391
	66	6	1012	1	1	1011	1037	41	-40	26	0.57	1310	1582
***	66		1024	1	1			70	-70	42			
	66	6	1036	1	1	1037	1111	59	-59	29	0.64	1312	1601
***	66		1048	1	1			31	-31	18			
	66	6	1100	1	1		1128	39	-39	19	0.42	1321	1594
	66	6	1124	1	1	1123	1152	53	-53	23	0.50	1318	1584
***	66		1136	1	1	1136		51	-51	28			
	66	6	1148	1	1	1149	1219	35	-35	23	0.51	1309	1603
	66	6	1200	2	1	1200	1231	46	-46	23		1322	1576
	66	6	1212	2	1		1252	88	-88	56	1.24	1309	1596
*	66		1224	2	1			89	-89	55			
	66	6	1236	2	1	1236	115	90	-90	53	1.15	1323	1586
	66	6	1248	2	1	1248	125	55	-55	33	0.72	11451	1612
*	66		100	2	1			44	-44	26			
	66	6	110	2	1	111		32	-32	18	0.40	1308	1578
	66	6	120	2	1		156	99	-99	47	1.04	1318	1598
*	66		130	2	1			67	-67	37			
	66	6	140	2	1	140	210	34	-34	27	0.59	1305	1972
	66	5	150	2	1	145	227	115	-115	49	1.09	1555	1546
Subtotal								1447	-1446				
Average								53.6	-53.6				

SCHOOL INBOUND

	66	6	200	2	1	200	232	76	-76	39	0.85	1322	1588
	66	6	210	2	1	210	245	96	-96	52	1.16	1314	1615
	66	6	220	2	1	220	254	46	-46	24	0.53	1312	1580
	66	4	230	2	1	230	259	97	-97	60	1.33	1318	1970
	66	6	240	2	1	240	319	78	-78	37	0.82	1318	2012
	66	6	250	2	1	250	325	51	-51	27	0.59	1318	1974
	66	5	300	2	1	255	331	73	-73	43	0.96	1318	1548

Central North Bus Study  
Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	66	6	310	2	1	308	346	103	-103	64	1.39	1318	1590
	66	6	320	2	1	320	400	68	-68	37	0.82	1318	1617
*	66		330	2	1			75	-75	44			
	66	2	339	2	1	339	410	82	-82	50	1.11	1318	2387
*	66		347	2	1			75	-75	46			
	66	6	356	2	1	356	432	67	-67	41	0.89	1310	1976
	Subtotal							987	-987				
	Average							75.9	-75.9				

PM PEAK INBOUND

	66	2	404	2	1	404	439	87	-87	53	1.15	1322	2399
	66	6	413	2	1	417	450	40	-40	31	0.67	1304	1592
	66	2	421	2	1	421	500	61	-61	35	0.78	1308	2385
*	66		430	2	1			67	-67	32			
	66	6	438	2	1	438	512	72	-72	28	0.62	1318	2014
	66	2	447	2	1	447	520	103	-103	66	1.53	1318	2389
*	66		455	2	1			76	-76	46			
	66	2	504	2	1	504	537	48	-61	25	0.50	1310	2393
*	66		512	2	1			34	-34	19			
	66	2	520	2	1	527	553	20	-20	12	0.27	1322	2587
	66	2	530	2	1	531	610	69	-69	46	1.02	1304	2381
*	66		540	2	1			48	-48	33			
	66	6	550	2	1	550	620	27	-27	20	0.44	1318	2016
	Subtotal							752	-765				
	Average							57.8	-58.8				

EARLY EVENING INBOUND

	66	2	600	2	1	554	620	36	-36	22	0.51	1314	2391
	66	2	615	2	1	615	641	72	-77	57	1.14	1555	2395
	66	2	630	2	1	630	648	27	-27	16	0.36	1310	2589
	66	2	645	2	1	650	710	33	-33	24	0.53	1308	2383
	66	2	712	2	1	712	735	55	-55	35	0.70	1321	2397
	66	2	737	2	1	738	800	33	-33	25	0.56	1318	2591
	Subtotal							256	-261				
	Average							42.7	-43.5				

NIGHT INBOUND

*	66		802	2	1			34	-34	25			
	66	6	830	2	1	830	853	35	-35	24	0.53	1313	2673
	66	2	900	2	1	900	918	19	-19	16	0.36	1555	2593
	66	2	930	2	1	930	953	23	-23	15	0.33	1555	2601
	66	2	1000	2	1	1000	1021	19	-19	13	0.29	1555	2595
	66	2	1030	2	1	1030	1052	16	-16	15	0.33	1555	2603
	66	2	1100	2	1	1100		26	-26	18	0.40	1318	2597
	66	2	1130	2	1	1130	1200	19	-19	13	0.29	1318	2605
	66	3	1200	1	1	1159	1216	11	-11	9	0.20	1555	2599
	66	3	1230	1	1	1230	1247	11	-11	8	0.18	1555	2607
	Subtotal							213	-213				
	Average							21.3	-21.3				

Central North Bus Study

Route 66.0 Weekdays (Union Square, Allston - Dudley Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====

TOTAL INBOUND: 4674 -4691

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TOTAL - ALL DAY - BOTH DIRECTIONS: 9149 -9159  
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Central North Bus Study  
Route 69 Weekdays (Harvard Square - Lechmere Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
#	69	6	533	1	0			25	-25	21			
	69	6	605	1	0	604	615	25	-25	21	0.47	1427	1118
	69	6	640	1	0	641	655	37	-37	30	0.67	1425	1120
	Subtotal							87	-87				
	Average							29.0	-29.0				
AM PEAK OUTBOUND													
	69	5	700	1	0	700	715	48	-48	39	0.85	1425	1127
	69	6	720	1	0	720	733	36	-36	33	0.73	1428	1122
	69	5	730	1	0	730	745	25	-25	23	0.51	1425	1439
	69	5	740	1	0	740	758	79	-79	62	1.35	1425	1129
*	69		750	1	0			77	-77	66			
	69	6	800	1	0	800	815	74	-74	70	1.56	1425	1124
	69	5	820	1	0	819	837	67	-67	61	1.33	1426	1131
#	69		840	1	0			67	-67	61			
	Subtotal							473	-473				
	Average							59.1	-59.1				
MID-DAY OUTBOUND													
#	69		900	1	0			36	-36	26			
	69	4	920	1	0	926	943	36	-36	26	0.57	1426	1984
*	69		940	1	0			38	-38	29			
	69	5	1000	1	0	1000	1018	40	-40	32	0.71	1424	1551
	69	4	1020	1	0	1024	1037	26	-19	19	0.37	1429	1986
*	69		1040	1	0			20	-20	15			
	69	4	1100	1	0	1100		13	-15	11	0.22	1426	1988
	69	5	1120	1	0	1120	1142	31	-31	20		1425	1571
	69	4	1140	1	0	1139	1151	19	-12	13	0.25	1420	1990
	69	5	1200	2	0	1202	1218	33	-33	18		1422	1573
	69	5	1220	2	0	1220	1238	28	-23	16	0.35	1425	1559
	69	4	1240	2	0	1238	1253	32	-32	16	0.31	1425	1992
	69	5	100	2	0	103	118	24	-22	20	0.43	1420	1561
	69	4	120	2	0	119	133	26	-26	21	0.41	1421	1994
	69	5	140	2	0	139	156	18	-14	13	0.28	1429	1563
	69	2	150	2	0	152	204	7	-7	4	0.09	1425	2189
	Subtotal							427	-404				
	Average							26.7	-25.3				
SCHOOL PEAK OUTBOUND													
	69	4	200	2	0	158	212	12	-12	8	0.16	1421	1996
*	69		210	2	0			19	-19	13			
	69	2	220	2	0	221	235	26	-26	17	0.39	1416	2201
	69	5	230	2	0	233	248	23	-23	16	0.36	1424	1565
	69	2	240	2	0	240	253	7	-7	5	0.11	1425	2191
	69	4	252	2	0	252	310	29	-28	16	0.35	1420	1998
	69	2	307	2	0	309	327	43	-43	30	0.67	1422	2204
	69	5	322	2	0	319	339	59	-40	32	0.71	1429	1567
	69	2	337	2	0	339	356	29	-29	23	0.50	1418	2193

Central North Bus Study  
Route 69 Weekdays (Harvard Square - Lechmere Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====
	69	2	352	2	0	352	409	35	-35	27	0.60	1419	2206
	Subtotal							282	-262				
	Average							28.2	-26.2				

PM PEAK OUTBOUND

69	5	407	2	0	411	426	74	-63	62	1.38	1421	1569
69	2	422	2	0	422	436	32	-32	27	0.59	1419	2195
69	2	437	2	0	437	458	39	-39	30		1421	2208
69	6	452	2	0	515		2	-2	1		1426	2143
69	2	507	2	0	507	527	33	-33	22	0.48	1420	2197
69	2	522	2	0	524	543	49	-49	39		1419	2210
69	6	537	2	0	600	620	46	-46	37		1420	2145
69	2	552	2	0	552	609	17	-17	11	0.24	1422	2199
	Subtotal							292	-281			
	Average							36.5	-35.1			

EARLY EVENING OUTBOUND

69	2	607	2	0	607	621	15	-15	13	0.29	1419	2212
69	2	622	2	0	621	632	8	-8	7	0.15	1417	2148
69	2	637	2	0	637	653	19	-19	18	0.39	1417	2200
69	2	700	2	0	707	717	14	-9	12	0.27	1418	2564
69	5	730	2	0	732	746	10	-10	8	0.18	1421	2578
	Subtotal							66	-61			
	Average							13.2	-12.2			

NIGHT OUTBOUND

69	2	800	2	0	800	812	14	-12	12	0.27	1422	2566
69	3	830	2	0	829	913	8	-8	8	0.18	1421	2462
69	2	900	2	0	902	913	9	-7	7	0.16	1422	2568
69	5	930	2	0	930	941	10	-7	7	0.16	1422	2580
***	69	1000	2	0			16	-16	14			
69	5	1030	2	0	1030	1040	9	-7	7	0.16	1420	2582
69	2	1100	2	0	1106	1118	17	-16	12	0.27	1418	2572
69	5	1130	2	0	1132	1142	9	-9	5	0.12	1418	2584
69	2	1200	1	0	1200	1208	4	-4	4		14151	2574
69	5	1230	1	0	1230	1237	2	-2	1	0.02	1425	2586
69	3	100	1	0	109	118	1	-1	1		14151	2576
	Subtotal							99	-89			
	Average							9.0	-8.1			

TOTAL OUTBOUND: 1726 -1657

EARLY MORNING INBOUND

#	69	518	1	1			16	-16	15			
	69	6	550	1	1	550	557	16	-16	15	0.33	1410 1117
	69	6	620	1	1	620	630	21	-21	19	0.42	1410 1119
	69	5	640	1	1	640	650	24	-24	19	0.41	1411 1126
	Subtotal							77	-77			

Central North Bus Study  
Route 69 Weekdays (Harvard Square - Lechmere Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Average								19.3	-19.3				
AM PEAK INBOUND													
	69	6	700	1	1	700	712	31	-31	28	0.62	1409	1121
	69	5	720	1	1	720	735	45	-45	40	0.87	1411	1128
	69	6	740	1	1	740	755	48	-48	38	0.84	1409	1123
	69	5	800	1	1	800	817	35	-35	27	0.59	1409	1130
	69	6	820	1	1	819	831	26	-26	18	0.40	1410	1125
	69	5	840	1	1	840	857	38	-38	27	0.59	1410	1132
Subtotal								223	-223				
Average								37.2	-37.2				
MID-DAY INBOUND													
#	69		900	1	1			38	-38	27			
#	69		920	1	1			28	-28	20			
	69	5	940	1	1	940	953	28	-28	20	0.44	1404	1550
	69	4	1000	1	1	1000	1011	23	-23	16	0.31	1408	1985
*	69		1020	1	1			20	-20	14			
	69	4	1040	1	1	1040	1051	16	-23	12	0.24	1110	1987
	69	5	1100	1	1	1100	1115	23	-23	26		1407	1570
	69	4	1120	1	1	1119	1129	18	-18	11	0.22	1410	1989
	69	5	1140	1	1	1145	1158	34	-34	22		1403	1572
	69	5	1200	2	1	1200	1212	24	-24	17	0.37	1406	1558
	69	4	1220	2	1	1219	1233	36	-43	25		1410	1991
	69	5	1240	2	1	1240	1258	33	-38	28	0.61	1406	1560
	69	4	100	2	1	1259	113	46	-46	39	0.76	1405	1993
	69	5	120	2	1	120	134	21	-23	13	0.28	1408	1562
	69	4	140	2	1	140	155	59	-58	41	0.80	1401	1995
Subtotal								447	-467				
Average								55.6	-58.2				
SCHOOL PEAK INBOUND													
	69	5	200	2	1	200	221	62	-66	42	0.91	1404	1564
	69	2	215	2	1	214	225	27	-27	18	0.39	1405	2188
	69	4	230	2	1	228	244	54	-54	47	0.92	1404	1997
	69	2	245	2	1	245	303	56	-56	36	0.92	1402	2202
	69	5	300	2	1	300	315	38	-38	24	0.53	1404	1566
	69	2	310	2	1	310	324	19	-19	13	0.28	1402	2190
	69	4	320	2	1	319	335	24	-23	20	0.43	1401	1999
	69	2	330	2	1	331		34	-34	32	0.71	1403	2203
	69	5	345	2	1	344	404	84	-103	61	1.36	1402	1568
Subtotal								398	-420				
Average								44.2	-46.7				
PM PEAK INBOUND													
	69	2	400	2	1	400	415	19	-19	17	0.37	1404	2192
	69	2	415	2	1	416	430	35	-35	27	0.60	14031	2205
	69	6	430	2	1	445	510	26	-26	35		1408	2142
	69	2	445	2	1	445	502	44	-44	33	0.72	1408	2194

Central North Bus Study  
Route 69 Weekdays (Harvard Square - Lechmere Station)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	69	2	500	2	1	500		47	-47	32	0.71	1406	2207
	69	6	515	2	1	515	555	49	-49	41		110	2144
	69	2	530	2	1	530	547	41	-41	36	0.78	1404	2196
	69	2	545	2	1	545	557	28	-28	20		1401	2209
	Subtotal							289	-289				
	Average							36.1	-36.1				

EARLY EVENING INBOUND

	69	6	600	2	1	625	645	25	-25	16		110	2146
	69	2	615	2	1	615	632	32	-32	21	0.46	1402	2198
	69	2	630	2	1	630	640	21	-21	15	0.33	1400	2211
***	69		645	2	1			10	-10	9			
	Subtotal							88	-88				
	Average							22.0	-22.0				

NIGHT INBOUND

**	69	5	700	2	1	638	657	21	-21	15	0.33	1404	2577
	69	2	715	2	1	718	728	20	-25	17	0.38	1405	2565
	69	3	745	2	1	745	813	16	-16	12	0.26	2168	2461
	69	2	815	2	1	815	828	18	-20	15	0.33	1404	2567
***	69		845	2	1			16	-16	15			
	69	2	915	2	1	915	929	11	-16	9	0.20	1401	2569
	69	5	945	2	1	941	955	13	-16	10	0.23	1404	2581
***	69		1015	2	1			9	-9	7			
	69	5	1045	2	1	1040	1054	6	-8	3	0.07	1409	2583
	69	2	1115	2	1	1120	1128	0	-1	0	0.00	1415	2573
	69	5	1145	2	1	1142	1154	5	-5	5	0.12	1401	2565
	69	3	1215	1	1	1215	1223	7	-7	6		1408	2575
	Subtotal							142	-160				
	Average							11.8	-13.3				

TOTAL INBOUND: 1664 -1724

TOTAL - ALL DAY - BOTH DIRECTIONS: 3390 -3381

Central North Bus Study  
Route 70.0 Weekdays (Cedarwood, Waltham - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
	70	3	454	1	0	454	521	12	-12	8	0.18	1078	1015
*	70		519	1	0			44	-44	30			
	70	3	547	1	0	549	626	75	-75	52	1.16	1065	1289
***	70		605	1	0			63	-63	55			
	70	3	625	1	0	625		71	-71	49		1065	1051
	70	3	632	1	0	632	715	49	-49	37	0.92	1069	1031
	Subtotal							314	-314				
	Average							52.3	-52.3				
AM PEAK OUTBOUND													
	70	3	652	1	0	654	735	75	-75	49	1.14	1447	1055
	70	3	712	1	0	711	750	88	-88	57	1.27	1078	1291
***	70	3	732	1	0			72	-72	52			
	70	3	752	1	0	752		83	-83	59		1060	1053
	70	3	812	1	0	813	856	77	-77	47	1.17	1060	1033
	70	3	835	1	0	835	925	50	-50	40	0.93	1062	1057
	Subtotal							445	-445				
	Average							74.2	-74.2				
MID-DAY OUTBOUND													
*	70		905	1	0			58	-58	43			
	70	5	935	1	0	935		65	-65	45	1.00	1062	1077
	70	3	1005	1	0	1005	1055	60	-60	36	0.78	1066	1710
	70	3	1035	1	0	1035	1220	79	-79	55	1.22	1065	1756
	70	3	1105	1	0	1107	1151	57	-57	33	0.73	8827	1770
	70	3	1135	1	0	1135	1225	80	-80	45	1.05	1070	1784
	70	3	1205	2	0	1205	1255	54	-52	34	0.74	1065	1712
	70	3	1235	2	0	1234	119	67	-67	47	1.04	1060	1758
	70	3	105	2	0	109	158	76	-76	39	0.87	1065	1772
	70	3	135	2	0	137	231	98	-99	57	1.33	1062	1786
	Subtotal							694	-693				
	Average							69.4	-69.3				
SCHOOL PEAK OUTBOUND													
	70	5	205	2	0	205	257	64	-64	32	0.74	1060	2028
	70	3	225	2	0	225	325	87	-87	58	1.29	8817	1782
***	70		235	2	0			47	-47	24			
	70	3	250	2	0	250	330	54	-53	32	0.71	8815	1706
	70	3	310	2	0	311	401	68	-68	34	0.75	8817	1774
	70	5	330	2	0	336	437	121	-121	63		1066	2032
	70	5	345	2	0	347	434	38	-38	23	0.57	8817	2060
	Subtotal							479	-478				
	Average							69.4	-68.3				
PM PEAK OUTBOUND													
	70	5	405	2	0	406	503	94	-94	63	0.97	8816	2102
	70	5	425	2	0			99	-99	50	1.11	8816	2106
**	70	5	445	2	0	428	526	153	-153	79	1.76	52731	2448

Central North Bus Study  
Route 70.0 Weekdays (Cedarwood, Waltham - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	70	5	505	2	0	505	600	97	-97	59	1.31	8817	2066
	70	5	525	2	0	547	641	98	-98	74		8815	2084
	70	5	545	2	0	548	630	33	-33	19	0.44	1060	2062
	Subtotal							574	-574				
	Average							95.7	-95.7				

EARLY EVENING OUTBOUND

	70	5	605	2	0	605	655	49	-49	38	0.58	1060	2104
***	70	5	620	2	0			56	-56	39			
	70	5	635	2	0	635	714	20	-20	15	0.33	1065	2073
	70	5	705	2	0	705	745	61	-60	39	0.87	1060	2068
	Subtotal							186	-185				
	Average							46.5	-46.3				

NIGHT OUTBOUND

***	70	5	805	2	0			83	-83	48			
	70	2	905	2	0	900	945	47	-47	40	0.89	1062	2641
	70	2	1005	2	0	1004	1040	46	-46	28	0.65	1447	2626
	70	2	1105	2	0	1105	1145	39	-39	27	0.60	1065	2645
	Subtotal							215	-215				
	Average							53.8	-53.8				

TOTAL OUTBOUND: 2907 -2904

EARLY MORNING INBOUND

	70	3	530	1	1	531	602	25	-25	16	0.36	8296	1016
*	70		555	1	1			48	-48	31			
	70	3	625	1	1	626	703	71	-71	45	1.00	8298	1290
	Subtotal							144	-144				
	Average							48.0	-48.0				

AM PEAK INBOUND

***	70		645	1	1			90	-90	60			
	70	3	705	1	1	705	745	96	-96	62		8296	1052
	70	3	725	1	1	725	813	142	-142	85	2.13	8295	1032
	70	3	745	1	1	745	830	97	-97	61	1.42	8298	1056
	70	3	805	1	1	803	845	60	-60	41	0.91	8296	1292
***	70		825	1	1			57	-57	29			
	Subtotal							542	-542				
	Average							90.3	-90.3				

MID-DAY INBOUND

	70	3	845	1	1	845	922	36	-36	21		1055	1054
	70	3	915	1	1	915	951	39	-39	26	0.65	1437	1034
	70	3	945	1	1	945	1027	72	-72	31	0.72	1437	1058
*	70		1015	1	1			66	-66	33			
	70	5	1045	1	1	1045	1125	59	-59	35	0.78	1058	1078
	70	3	1115	1	1	1115	1200	45	-45	25	0.54	14311	1711

Central North Bus Study  
Route 70.0 Weekdays (Cedarwood, Waltham - Central Square)

Note	Route	Day	Schd Time	AM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	70	3	1145	1	1	1143	1221	34	-34	16	0.36	1055	1757
	70	3	1215	2	1	1215	1258	64	-64	25	0.56	1052	1771
	70	3	1245	2	1	1245	135	67	-67	31	0.72	1050	1785
	70	3	115	2	1	115	155	52	-52	43	0.93	1057	1713
	70	3	145	2	1	144	221	50	-50	21	0.47	1055	1759
	Subtotal							584	-584				
	Average							53.1	-53.1				
SCHOOL PEAK INBOUND													
	70	3	215	2	1	214	253	32	-32	22	0.49	8296	1773
	70	3	245	2	1	245	328	81	-81	52	1.21	1048	1787
	70	5	305	2	1	306	402	104	-104	56	1.30	1046	2029
	70	3	320	2	1	322	412	52	-52	29		8677	1783
***	70		330	2	1			65	-65	43			
	70	3	345	2	1	345	425	59	-59	39	0.87	8298	1707
	Subtotal							393	-393				
	Average							65.5	-65.5				
PM PEAK INBOUND													
	70	3	405	2	1	404		67	-67	37	0.82	1053	1775
	70	5	425	2	1	438	544	119	-119	80		1043	2083
	70	5	445	2	1	445	535	43	-43	30	0.70	8291	2061
	70	5	505	2	1	505	558	44	-44	34	0.52	1433	2103
***	70	5	525	2	1			69	-69	43			
	70	5	545	2	1	545	623	32	-32	23	0.51	1055	2072
	Subtotal							374	-374				
	Average							62.3	-62.3				
EARLY EVENING INBOUND													
	70	5	605	2	1	605	645	33	-33	22	0.49	1057	2067
	70	5	625	2	1	643	723	40	-40	29		1050	2085
	70	5	645	2	1	647	720	18	-18	15	0.35	1043	2063
	70	5	655	2	1	655	732	15	-15	13	0.20	1052	2105
***	70	5	705	2	1			17	-17	16			
	70	5	720	2	1	720	755	18	-18	14	0.31	1055	2074
	70	5	745	2	1	745	821	51	-51	42	0.93	1051	2069
	Subtotal							192	-192				
	Average							27.4	-27.4				
NIGHT INBOUND													
	70	5	845	2	1	845	918	79	-79	67	1.49	1055	2453
	70	2	945	2	1	945	1030	72	-72	59	1.31	1048	2642
	70	2	1045	2	1	1045	1122	32	-32	23	0.53	1055	2627
	70	2	1145	2	1	1145	1216	9	-9	8	0.18	1050	2646
	Subtotal							192	-192				
	Average							48.0	-48.0				
TOTAL INBOUND:								2421	-2421				

Central North Bus Study

Route 70.0 Weekdays (Cedarwood, Waltham - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====

TOTAL - ALL DAY - BOTH DIRECTIONS: 5328 -5325

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Central North Bus Study  
Route 70.2 Weekdays (Watertown - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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EARLY MORNING OUTBOUND

#	70.2		615	1	0			16	-16	15			
	70.2	5	640	1	0	640	658	16	-16	15	0.33	1069	1071
	Subtotal							32	-32				
	Average							16.0	-16.0				

AM PEAK OUTBOUND

70.2	3	702	1	0	702	718	32	-32	30			1065	1065
70.2	5	722	1	0	721	743	29	-30	24	0.52		1069	1073
70.2	3	802	1	0	802	819	15	-15	12			1060	1067
70.2	5	822	1	0	822	841	18	-18	15	0.33		1065	1075
	Subtotal							94	-95				
	Average							23.5	-23.8				

MID-DAY OUTBOUND

70.2	5	150	2	0	151	210	16	-16	13	0.29		1065	2052
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SCHOOL PEAK OUTBOUND

70.2	3	340	2	0	341	402	42	-42	36			1061	2076
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PM PEAK OUTBOUND

70.2	6	400	2	0	358	422	56	-56	36	0.80		1060	2010
70.2	3	440	2	0	440	502	15	-15	11			1065	2078
70.2	5	500	2	0	500	525	67	-67	54	1.26		1061	2033
70.2	3	540	2	0	540	558	19	-19	18			1063	2080
	Subtotal							157	-157				
	Average							39.3	-39.3				

NIGHT OUTBOUND

x	70.2		100	1	0								
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TOTAL OUTBOUND								341	-342				
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EARLY MORNING INBOUND

#	70.2		532	1	1			10	-10	9			
#	70.2		637	1	1			10	-10	9			
	Subtotal							20	-20				
	Average							10.0	-10.0				

AM PEAK INBOUND

70.2	5	657	1	1	700	718	10	-10	9	0.20		1050	1072
70.2	3	737	1	1	737	755	23	-23	20			1057	1066
70.2	5	757	1	1	756	815	9	-9	7	0.15		1057	1074
70.2	3	837	1	1	837	854	10	-10	7			1055	1068
	Subtotal							52	-52				
	Average							13.0	-13.0				

Central North Bus Study  
Route 70.2 Weekdays (Watertown - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
MID-DAY INBOUND													
	70.2	5	857	1	1	855	916	22	-22	19	0.41	1057	1076
SCHOOL PEAK INBOUND													
	70.2	5	215	2	1	216	235	13	-13	12	0.27	1050	2053
PM PEAK INBOUND													
	70.2	3	417	2	1	418	438	31	-31	25		1055	2077
*	70.2		437	2	1			22	-22	18			
	70.2	3	517	2	1	517	536	12	-12	9		1043	2079
	70.2	5	537	2	1	532	554	46	-46	40	0.93	1055	2032
	Subtotal							111	-111				
	Average							27.8	-27.8				
EARLY EVENING INBOUND													
	70.2	3	617	2	1	618	640	17	-17	16		1055	2081
TOTAL INBOUND								235	-235				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS:								576	-577				
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Central North Bus Study

Route 70.3 Weekdays (Central Square, Waltham - Central Square, Cambridge)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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NIGHT OUTBOUND

70.3	3	1205	1	0	1205	1231	21	-21	21	0.49	1065	2630
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TOTAL OUTBOUND

21	-21	21
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NIGHT INBOUND

x	70.3	1235	1	1
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TOTAL INBOUND

TOTAL - ALL DAY - BOTH DIRECTIONS:

Central North Bus Study

Route 70 Weekdays

INCLUDES Route 70.0 (Cedarwood, Waltham - Central Square, Cambridge),  
Route 70.2 (Watertown - Central Square) AND  
Route 70.3 (Central Square, Waltham - Central Square, Cambridge)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
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EARLY MORNING OUTBOUND

	70	3	454	1	0	454	521	12	-12	8	0.18	1078	1015
*	70		519	1	0			44	-44	30			
	70	3	547	1	0	549	626	75	-75	52	1.16	1065	1289
***	70		605	1	0			63	-63	55			
#	70.2		615	1	0			16	-16	15			
	70	3	625	1	0	625		71	-71	49		1065	1051
	70	3	632	1	0	632	715	49	-49	37	0.92	1069	1031
	70.2	5	640	1	0	640	658	16	-16	15	0.33	1069	1071
	Subtotal							346	-346				
	Average							43.3	-43.3				

AM PEAK OUTBOUND

	70	3	652	1	0	654	735	75	-75	49	1.14	1447	1055
	70.2	3	702	1	0	702	718	32	-32	30		1065	1065
	70	3	712	1	0	711	750	68	-88	57	1.27	1078	1291
	70.2	5	722	1	0	721	743	29	-30	24	0.52	1069	1073
***	70	3	732	1	0			72	-72	52			
	70	3	752	1	0	752		83	-83	59		1060	1053
	70.2	3	802	1	0	802	819	15	-15	12		1060	1067
	70	3	812	1	0	813	856	77	-77	47	1.17	1060	1033
	70.2	5	822	1	0	822	841	18	-18	15	0.33	1065	1075
	70	3	835	1	0	835	925	50	-50	40	0.93	1062	1057
	Subtotal							539	-540				
	Average							53.9	-54.0				

MID-DAY OUTBOUND

*	70		905	1	0			58	-58	43			
	70	5	935	1	0	935		65	-65	45	1.00	1062	1077
	70	3	1005	1	0	1005	1055	60	-60	36	0.78	1066	1710
	70	3	1035	1	0	1035	1220	79	-79	55	1.22	1065	1756
	70	3	1105	1	0	1107	1151	57	-57	33	0.73	9827	1770
	70	3	1135	1	0	1135	1225	80	-80	45	1.05	1070	1784
	70	3	1205	2	0	1205	1255	54	-52	34	0.74	1065	1712
	70	3	1235	2	0	1234	119	67	-67	47	1.04	1060	1758
	70	3	105	2	0	109	158	76	-76	39	0.87	1065	1772
	70	3	135	2	0	137	231	98	-99	57	1.33	1062	1786
	70.2	5	150	2	0	151	210	16	-16	13	0.29	1065	2052
	Subtotal							710	-709				
	Average							64.5	-64.5				

SCHOOL PEAK OUTBOUND

	70	5	205	2	0	205	257	64	-64	32	0.74	1060	2028
	70	3	225	2	0	225	325	87	-87	58	1.29	8817	1782
***	70		235	2	0			47	-47	24			
	70	3	250	2	0	250	330	54	-53	32	0.71	8815	1706

Central North Bus Study

Route 70 Weekdays

INCLUDES Route 70.0 (Cedarwood, Waltham - Central Square, Cambridge),  
Route 70.2 (Watertown - Central Square) AND  
Route 70.3 (Central Square, Waltham - Central Square, Cambridge)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
	70	3	310	2	0	311	401	68	-68	34	0.76	8817	1774
	70	5	330	2	0	336	437	121	-121	63		1066	2082
	70.2	3	340	2	0	341	402	42	-42	36		1061	2076
	70	5	345	2	0	347	434	38	-38	23	0.53	8817	2060
	Subtotal							521	-520				
	Average							65.1	-65.0				

PM PEAK OUTBOUND

	70.2	6	400	2	0	358	422	56	-56	36	0.8	1060	2010
	70	5	405	2	0	406	503	94	-94	63	0.97	8816	2102
	70	5	425	2	0			99	-99	50	1.11	8816	2106
	70.2	3	440	2	0	440	502	15	-15	11		1065	2078
**	70	5	445	2	0	428	526	153	-153	79	1.76	52731	2448
	70.2	5	500	2	0	500	525	67	-67	54	1.26	1061	2033
	70	5	505	2	0	505	600	97	-97	59	1.31	8817	2066
	70	5	525	2	0	547	641	98	-98	74		9815	2064
	70.2	3	540	2	0	540	558	19	-19	18		1063	2080
	70	5	545	2	0	548	630	33	-33	19	0.44	1060	2062
	Subtotal							731	-731				
	Average							73.1	-73.1				

EARLY EVENING OUTBOUND

	70	5	605	2	0	605	655	49	-49	38	0.58	1060	2104
***	70	5	620	2	0			56	-56	39			
	70	5	635	2	0	635	714	20	-20	15	0.33	1065	2073
	70	5	705	2	0	705	745	61	-60	39	0.87	1060	2068
	Subtotal							186	-185				
	Average							46.5	-46.3				

NIGHT OUTBOUND

***	70	5	805	2	0			83	-83	48			
	70	2	905	2	0	900	945	47	-47	40	0.89	1062	2641
	70	2	1005	2	0	1004	1040	46	-46	29	0.65	1447	2626
	70	2	1105	2	0	1105	1145	39	-39	27	0.60	1065	2645
	70.3	3	1205	1	0	1205	1231	21	-21	21	0.49	1065	2630
x	70.2		100	1	0								
	Subtotal							236	-236				
	Average							47.2	-47.2				

TOTAL OUTBOUND:

3269 -3267

EARLY MORNING INBOUND

#	70.2		532	1	1			10	-10	9			
	70	3	530	1	1	531	602	25	-25	16	0.36	8096	1016
*	70		555	1	1			48	-48	31			

Central North Bus Study

Route 70 Weekdays

INCLUDES Route 70.0 (Cedarwood, Waltham - Central Square, Cambridge),  
Route 70.2 (Watertown - Central Square) AND  
Route 70.3 (Central Square, Waltham - Central Square, Cambridge)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====
#	70.2		637	1	1			10	-10	9			
	70	3	625	1	1	626	703	71	-71	45	1.00	8298	1290
	Subtotal							164	-164				
	Average							32.8	-32.8				

AM PEAK INBOUND

	70.2	5	657	1	1	700	718	10	-10	9	0.2	1050	1072
***	70		645	1	1			90	-90	60			
	70	3	705	1	1	705	745	96	-96	62		8296	1052
	70.2	3	737	1	1	737	755	23	-23	20		1057	1066
	70	3	725	1	1	725	813	142	-142	85	2.13	8295	1032
	70.2	5	757	1	1	756	815	9	-9	7	0.15	1057	1074
	70	3	745	1	1	745	830	97	-97	61	1.42	8298	1056
	70	3	805	1	1	803	845	60	-60	41	0.91	8296	1292
	70.2	3	837	1	1	837	854	10	-10	7		1055	1068
***	70		825	1	1			57	-57	29			
	Subtotal							594	-594				
	Average							59.4	-59.4				

MID-DAY INBOUND

	70.2	5	857	1	1	855	916	22	-22	19	0.41	1057	1076
	70	3	845	1	1	845	922	36	-36	21		1055	1054
	70	3	915	1	1	915	951	39	-39	26	0.65	1437	1034
	70	3	945	1	1	945	1027	72	-72	31	0.72	1437	1058
*	70		1015	1	1			66	-66	33			
	70	5	1045	1	1	1045	1125	59	-59	35	0.78	1058	1078
	70	3	1115	1	1	1115	1200	45	-45	25	0.54	14311	1711
	70	3	1145	1	1	1143	1221	34	-34	16	0.36	1055	1757
	70	3	1215	2	1	1215	1258	64	-64	25	0.56	1052	1771
	70	3	1245	2	1	1245	135	67	-67	31	0.72	1050	1785
	70	3	115	2	1	115	155	52	-52	43	0.93	1057	1713
	70	3	145	2	1	144	221	50	-50	21	0.47	1055	1759
	Subtotal							606	-606				
	Average							50.5	-50.5				

SCHOOL PEAK INBOUND

	70.2	5	215	2	1	216	235	13	-13	12	0.27	1050	2053
	70	3	215	2	1	214	253	32	-32	22	0.49	8296	1773
	70	3	245	2	1	245	328	81	-81	52	1.21	1048	1787
	70	5	305	2	1	306	402	104	-104	56	1.30	1046	2029
	70	3	320	2	1	322	412	52	-52	29		8677	1783
***	70		330	2	1			65	-65	43			
	70	3	345	2	1	345	425	59	-59	39	0.87	8298	1707
	Subtotal							406	-406				
	Average							58.0	-58.0				

Central North Bus Study

Route 70 Weekdays

INCLUDES Route 70.0 (Cedarwood, Waltham - Central Square, Cambridge),  
 Route 70.2 (Watertown - Central Square) AND  
 Route 70.3 (Central Square, Waltham - Central Square, Cambridge)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
PM PEAK INBOUND													
	70.2	3	417	2	1	418	438	31	-31	25		1055	2077
	70	3	405	2	1	404		67	-67	37	0.82	1053	1775
*	70.2		437	2	1			22	-22	18			
	70	5	425	2	1	438	544	119	-119	80		1043	2083
	70	5	445	2	1	445	535	43	-43	30	0.70	8291	2061
	70.2	3	517	2	1	517	536	12	-12	9		1043	2079
	70	5	505	2	1	505	558	44	-44	34	0.52	1433	2103
	70.2	5	537	2	1	532	554	46	-46	40	0.93	1055	2032
***	70	5	525	2	1			69	-69	43			
	70	5	545	2	1	545	623	32	-32	23	0.51	1055	2072
	Subtotal							485	-485				
	Average							48.5	-48.5				
EARLY EVENING INBOUND													
	70.2	3	617	2	1	618	640	17	-17	16		1055	2081
	70	5	605	2	1	605	645	33	-33	22	0.49	1057	2067
	70	5	625	2	1	643	723	40	-40	29		1050	2085
	70	5	645	2	1	647	720	18	-18	15	0.35	1043	2063
	70	5	655	2	1	655	732	15	-15	13	0.20	1052	2105
***	70	5	705	2	1			17	-17	16			
	70	5	720	2	1	720	755	18	-18	14	0.31	1055	2074
	70	5	745	2	1	745	821	51	-51	42	0.93	1051	2069
	Subtotal							209	-209				
	Average							26.1	-26.1				
NIGHT INBOUND													
	70	5	845	2	1	845	918	79	-79	67	1.49	1055	2453
	70	2	945	2	1	945	1030	72	-72	59	1.31	1048	2642
	70	2	1045	2	1	1045	1122	32	-32	23	0.53	1055	2627
	70	2	1145	2	1	1145	1216	9	-9	8	0.18	1050	2646
x	70.3		1235	1	1								
	Subtotal							192	-192				
	Average							48.0	-48.0				
TOTAL INBOUND:								2656	-2656				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS:								5925	-5923				
-----													

Central North Bus Study  
Route 83.1 Weekdays (Rindge Avenue - Central Square)

Note	Route	Schd Day	Time	AM PM	Dir	Actual Time	Stop Time	Total On	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

EARLY MORNING OUTBOUND

#	83.1		530	1	0			10	-10	10			
	83.1	3	550	1	0	550	605	10	-10	10	2445	1478	
	83.1	3	610	1	0	610	624	12	-12	8	0.18	2620	1459
	83.1	3	630	1	0	630	650	22	-22	18		2451	1480
	Subtotal							54	-54				
	Average							13.5	-13.5				

AM PEAK OUTBOUND

	83.1	3	650	1	0	650	707	19	-19	16	0.36	2618	1461
*	83.1		702	1	0			31	-31	28			
	83.1	3	722	1	0	722	743	43	-43	39	0.87	2459	1482
	83.1	6	732	1	0	732	752	40	-40	30	0.67	2453	1486
	83.1	3	802	1	0	804	823	52	-52	39	0.87	2618	1463
*	83.1		815	1	0			44	-44	34			
	83.1	3	830	1	0	830	845	36	-36	28	0.62	2455	1484
	83.1	6	842	1	0	847	910	25	-25	21	0.46	2448	1488
	Subtotal							290	-290				
	Average							36.3	-36.3				

MID-DAY OUTBOUND

	83.1	3	902	1	0		923	24	-24	22	0.49	2456	1732
	83.1	3	930	1	0	932	945	32	-32	20	0.48	2446	1696
	83.1	3	1000	1	0		1025	21	-21	16	0.36	2455	1734
	83.1	3	1030	1	0	1030	1049	34	-34	27	0.64	2455	1698
	83.1	3	1100	1	0	1100	1120	47	-47	38	0.84	2450	1736
	83.1	3	1130	1	0	1131	1152	68	-68	51	1.21	2451	1700
	83.1	3	1200	2	0	1203	1220	63	-63	52	1.08	2455	1716
	83.1	3	1230	2	0	1233	1251	53	-53	47		2453	1748
	83.1	3	100	2	0	105		38	-38	32	0.67	2446	1718
	83.1	3	130	2	0	132	153	65	-65	50		2451	1750
	Subtotal							445	-445				
	Average							44.5	-44.5				

SCHOOL PEAK OUTBOUND

	83.1	3	200	2	0	203	220	74	-74	56	1.17	2618	1720
	83.1	3	215	2	0	217	241	53	-53	38	0.84	2618	1766
	83.1	3	230	2	0	232	250	42	-42	34		2456	1752
	83.1	4	245	2	0	250	313	74	-74	59		2454	2422
	83.1	3	300	2	0	302	325	67	-67	51	1.06	2449	1722
	83.1	3	315	2	0	317	338	43	-43	33	0.73	2448	1768
	83.1	3	330	2	0	334	354	63	-63	45		2451	1754
	83.1	4	345	2	0	345	414	67	-67	53		2451	2434
	Subtotal							483	-483				
	Average							60.4	-60.4				

PM PEAK OUTBOUND

	83.1	5	400	2	0	403	429	66	-66	63	1.37	2447	2411
*	83.1		412	2	0			73	-73	55			

Central North Bus Study  
Route 83.1 Weekdays (Rindge Avenue - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
***	83.1		424	2	0	425	448	54	-54	43			
	83.1	5	436	2	0	436	507	83	-83	63		2452	2403
	83.1	4	448	2	0	448	516	65	-66	47		2450	2426
*	83.1		500	2	0			66	-66	50			
***	83.1		512	2	0			67	-67	52			
*	83.1		524	2	0			66	-66	52			
	83.1	5	536	2	0	536	602	64	-64	51		2447	2405
*	83.1		548	2	0			55	-55	44			
	Subtotal							679	-680				
	Average							67.9	-68.0				

EARLY EVENING OUTBOUND

83.1	5	600	2	0	600	622	45	-45	36	0.8	2448	2418
83.1	2	615	2	0	615	637	27	-27	15	0.33	2459	2420
83.1	5	630	2	0	630	651	61	-61	55		2454	2407
83.1	5	720	2	0	720	740	48	-48	41		2450	2409
Subtotal							181	-181				
Average							45.3	-45.3				

NIGHT OUTBOUND

83.1	5	820	2	0	825	842	60	-60	44	0.98	2460	2070
83.1	2	920	2	0	920	933	41	-41	38	0.88	2451	2624
83.1	2	1020	2	0	1020	1042	43	-43	40	0.89	2451	2643
83.1	2	1120	2	0	1124	1135	30	-30	24	0.56	2457	2628
83.1	3	1220	1	0	1220	1237	20	-20	17	0.38	2451	2647
# 83.1		100	1	0			20	-20	17			
Subtotal							214	-214				
Average							35.7	-35.7				

TOTAL OUTBOUND

2346 -2347

EARLY MORNING INBOUND

##	83.1		510	1	1			18	-18	-18			
##	83.1		530	1	1			18	-18	-18			
##	83.1		550	1	1			18	-18	-18			
	83.1	3	610	1	1	610	630	46	-46	31		2442	1479
	83.1	3	630	1	1	629	645	41	-41	32	0.71	2439	1460
*	83.1		642	1	1			49	-49	39			
	Subtotal							190	-190				
	Average							31.7	-31.7				

AM PEAK INBOUND

	83.1	3	654	1	1	655	715	56	-56	46		2440	1481
#	83.1		704	1	1			56	-56	46			
*	83.1		714	1	1			77	-77	57			
#	83.1		724	1	1			97	-97	68			
	83.1	3	734	1	1	735	801	97	-97	68	1.51	2433	1462
*	83.1		744	1	1			77	-77	43			

Central North Bus Study  
Route 83.1 Weekdays (Rindge Avenue - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	83.1	3	754	1	1	754		56	-56	38	0.84	2426	1483
*	83.1		804	1	1			49	-49	33			
	83.1	6	814	1	1	813	845	42	-42	27	0.59	2592	1487
*	83.1		824	1	1			50	-50	38			
	83.1	3	834	1	1	834	907	57	-57	48	1.07	2437	1464
	Subtotal							714	-714				
	Average							64.9	-64.9				

MID-DAY INBOUND

*	83.1		845	1	1			45	-45	37			
	83.1	3	900	1	1	900	925	32	-32	26	0.58	2437	1485
	83.1	6	915	1	1	916	945	41	-41	35	0.76	2436	1489
	83.1	3	930	1	1		955	63	-63	39	0.87	2439	1733
	83.1	3	1000	1	1	1000		44	-29	40	0.95	2592	1697
	83.1	3	1030	1	1		1056	24	-37	18	0.4	2439	1735
	83.1	3	1100	1	1	1100	1120	32	-32	27	0.64	2436	1699
	83.1	3	1130	1	1		1154	43	-43	39	0.87	2437	1737
	83.1	3	1200	2	1	1200	1217	27	-27	24	0.57	2435	1701
	83.1	3	1230	2	1	1230	1255	53	-53	41	0.85	2435	1717
	83.1	3	100	2	1	102	120	30	-30	24		2435	1749
	83.1	3	130	2	1	135	150	44	-44	32	0.67	2435	1719
	Subtotal							478	-476				
	Average							39.8	-39.7				

SCHOOL PEAK INBOUND

	83.1	3	200	2	1	202	227	51	-51	38		2592	1751
	83.1	3	230	2	1	230	300	82	-82	73	1.52	2299	1721
	83.1	3	245	2	1		309	20	-20	17	0.38	2433	1767
	83.1	3	300	2	1	301	324	27	-27	20		2299	1753
	83.1	4	315	2	1	314	337	41	-41	25		24281	2423
	83.1	3	330	2	1	330	350	23	-23	16	0.33	2439	1723
	83.1	3	345	2	1	345	404	37	-37	27	0.6	2439	1769
	Subtotal							281	-281				
	Average							40.1	-40.1				

PM PEAK INBOUND

	83.1	3	400	2	1	401	421	47	-47	33		2592	1755
	83.1	4	415	2	1	415		29	-29	23		2435	2425
	83.1	5	430	2	1	430	455	42	-42	35	0.76	2592	2412
*	83.1		442	2	1			34	-34	28			
***	83.1		454	2	1			26	-26	21			
	83.1	5	506	2	1	508	535	40	-40	30		2428	2404
	83.1	4	518	2	1	518	542	31	-31	21		2435	2427
	83.1	5	530	2	1	530	553	28	-28	25	0.56	2300	2415
	83.1	2	545	2	1	545	609	25	-25	15	0.33	2428	2417
	Subtotal							302	-302				
	Average							33.6	-33.6				

EARLY EVENING INBOUND

Central North Bus Study  
 Route 83.1 Weekdays (Rindge Avenue - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	==	=====	==	==	=====	=====	=====	=====	=====	=====	=====	=====
	83.1	5	605	2	1	605	627	22	-22	20		2430	2406
***	83.1		635	2	1			27	-27	22			
	83.1	5	700	2	1	700		19	-19	15		2439	2408
	83.1	5	740	2	1	740	800	16	-16	13		2428	2410
	Subtotal							84	-84				
	Average							21.0	-21.0				

NIGHT INBOUND

83.1	5	840	2	1	843	900	17	-17	14	0.31		2439	2071
83.1	2	940	2	1	939	955	25	-25	24	0.56		2430	2625
83.1	2	1040	2	1	1042	1055	16	-16	16	0.36		2430	2644
83.1	2	1140	2	1	1139	1150	8	-8	7	0.16		2439	2629
83.1	3	1240	1	1	1240	1255	7	-7	6	0.13		2430	2648
	Subtotal							73	-73				
	Average							14.6	-14.6				

TOTAL INBOUND 2122 -2120

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 TOTAL - ALL DAY - BOTH DIRECTIONS: 4468 -4467  
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Central North Bus Study  
Route 85.0 Weekdays (Spring Hill - Kendall Station)

Note	Route	Schd Day	Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====

EARLY MORNING OUTBOUND

85	2	618	1	0	618	627	5	-5	4	0.09	2527	1208
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AM PEAK OUTBOUND

85	2	645	1	0	644	654	7	-7	4	0.09	2528	1210
85	2	715	1	0	714	726	9	-9	8	0.17	2524	1212
85	2	750	1	0	750	801	13	-12	6	0.13	2526	1214
85	3	825	1	0	825	834	14	-14	7	0.15	2522	1216
Subtotal							43	-42				
Average							10.8	-10.5				

MID-DAY OUTBOUND

85	3	900	1	0	900	914	19	-19	12	0.26	2530	1218
85	6	940	1	0	940	955	12	-12	11		2231	1919
85	6	1020	1	0	1019	1036	14	-14	12		2231	1921
85	6	1100	1	0	1100	1116	16	-16	16		2231	1923
85	6	1140	1	0	1141	1201	17	-17	14		2526	1925
85	6	1225	2	0	1227	1244	14	-14	13		2526	1927
85	6	110	2	0	110	128	18	-18	18		2231	1929
85	5	150	2	0	150	203	7	-7	5	0.11	2613	1931
Subtotal							117	-117				
Average							14.6	-14.6				

SCHOOL PEAK **OUTBOUND**

85	5	230	2	0	230	242	11	-11	5	0.11	2525	1933
85	4	310	2	0	309	321	6	-6	6	0.16	2232	2214
85	4	350	2	0	350	402	12	-12	10		2525	2216
Subtotal							29	-29				
Average							9.7	-9.7				

PM PEAK OUTBOUND

85	4	430	2	0	430	444	22	-22	22	0.58	2521	2218
85	4	510	2	0	510	528	39	-39	35	0.92	2232	2220
85	4	550	2	0	550		19	-19	19		2521	2222
Subtotal							80	-80				
Average							26.7	-26.7				

EARLY EVENING OUTBOUND

85	4	630	2	0	629		10	-10	10	0.26	2613	2223
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TOTAL OUTBOUND:

284 -283

EARLY MORNING INBOUND

85	2	605	1	1	605	612	5	-5	5	0.11	2515	1207
85	2	630	1	1	630	639	7	-7	7	0.15	2515	1209
Subtotal							12	-12				
Average							6.0	-6.0				

Central North Bus Study  
Route 85.0 Weekdays (Spring Hill - Kendall Station)

Note	Route	Day	Schd Time	AM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	==	=====	=====	=====	=====	=====	=====	=====	=====	=====
AM PEAK INBOUND													
	85	2	700	1	1	700	710	9	-9	7	0.15	2516	1211
	85	2	730	1	1	730	744	6	-6	3	0.07	2512	1213
	85	2	805	1	1	806	821	18	-19	11	0.24	2516	1215
	85	3	840	1	1	839	853	19	-19	12	0.26	2514	1217
	Subtotal							52	-53				
	Average							13.0	-13.3				
MID-DAY INBOUND													
	85	6	920	1	1	921	935	10	-10	10		2507	1918
	85	6	1000	1	1	1002	1016	5	-5	3		2514	1920
	85	6	1040	1	1	1040	1055	5	-5	5		2510	1922
	85	6	1120	1	1	1120	1135	7	-7	6		2595	1924
	85	6	1205	2	1	1204	1224	7	-7	5		2510	1926
	85	6	1250	2	1	1250	107	12	-12	9		2514	1928
	85	6	130	2	1	131	149	10	-10	8		2516	1930
	Subtotal							56	-56				
	Average							8.0	-8.0				
SCHOOL PEAK INBOUND													
	85	5	210	2	1	210	228	15	-15	9	0.20	2514	1932
	85	5	250	2	1	250	308	14	-14	10	0.22	2514	1934
	85	4	330	2	1	329	340	3	-3	3	0.08	2514	2213
	Subtotal							32	-32				
	Average							10.7	-10.7				
PM PEAK INBOUND													
	85	4	410	2	1	410	421	4	-4	3	0.08	2510	2215
	85	4	450	2	1	450	501	2	-2	2	0.05	2514	2217
	85	4	530	2	1	530	541	7	-7	7	0.18	2514	2219
	Subtotal							13	-13				
	Average							4.3	-4.3				
EARLY EVENING INBOUND													
	85	4	610	2	1	610	621	0	0	0	0.00	2229	2221
TOTAL INBOUND:								165	-166				
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TOTAL - ALL DAY - BOTH DIRECTIONS:								449	-449				
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## Central North Bus Study

Route 86.6 Weekdays (Sullivan Station - Union Square via Harvard Square)

Note	Route	Schd Day	Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
EARLY MORNING OUTBOUND													
#	86.6		535	1	0			19	-19	11			
#	86.6		600	1	0			19	-19	11			
	86.6	5	625	1	0	624	644	19	-19	11	0.26	2563	1134
	Subtotal							57	-57				
	Average							19.0	-19.0				
AM PEAK OUTBOUND													
	86.6	6	647	1	0	645	709	52	-52	40	0.89	2559	1146
	86.6	5	705	1	0	705	727	46	-46	28	0.65	2564	1140
	86.6	6	720	1	0	721	750	67	-67	50	1.09	2561	1158
	86.6	5	735	1	0	734	758	51	-51	40	0.93	2562	1136
	86.6	6	750	1	0	750	823	67	-67	52		2560	1152
	86.6	6	805	1	0	806	835	65	-65	42	0.93	2563	1148
	86.6	5	820	1	0	819	845	55	-55	45	1.05	2561	1142
	86.6	6	835	1	0	838	910	83	-83	72	1.57	2561	1160
	Subtotal							486	-486				
	Average							60.8	-60.8				
MID-DAY OUTBOUND													
	86.6	5	850	1	0	849	916	50	-50	43	1.00	2562	1138
	86.6	6	910	1	0	910	940	46	-46	35	0.76	2562	1154
	86.6	5	940	1	0	939	1001	24	-24	20	0.47	2564	1144
	86.6	6	1010	1	0	1011	1038	21	-21	18	0.39	2561	1162
	86.6	6	1040	1	0	1040	1110	46	-46	35	0.76	2563	1156
	86.6	6	1110	1	0	1110	1130	17	-17	11	0.24	2566	1646
	86.6	6	1140	1	0	1140	1200	13	-13	9	0.22	2561	1636
	86.6	6	1210	2	0	1210	1235	24	-24	17	0.40	2562	1628
*	86.6		1240	2	0			28	-28	19			
	86.6	6	110	2	0	110	134	32	-28	20	0.43	2561	1638
	86.6	5	140	2	0	140	205	32	-32	24		9426	1620
	Subtotal							333	-329				
	Average							30.3	-29.9				
SCHOOL PEAK OUTBOUND													
	86.6	6	205	2	0	206	235	44	-44	21	0.47	1113	1673
	86.6	6	225	2	0		250	50	-50	24		2774	1650
	86.6	6	245	2	0	245	310	36	-36	21	0.46	2571	1632
	86.6	5	305	2	0	305	330	26	-26	15		2565	1622
	86.6	6	325	2	0	326	356	37	-37	17	0.38	2566	1675
	Subtotal							193	-193				
	Average							38.6	-38.6				
PM PEAK OUTBOUND													
	86.6	6	400	2	0	400	429	38	-38	23	0.50	2567	1634
	86.6	5	415	2	0	415	445	38	-38	21		2567	1624
	86.6	3	430	2	0	430	455	40	-40	24	0.47	2567	2155
	86.6	3	445	2	0	445	523	61	-62	30	0.79	25711	2181
	86.6	3	500	2	0	501	540	43	-43	26	0.58	2567	2185

Central North Bus Study

Route 86.6 Weekdays (Sullivan Station - Union Square via Harvard Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
====	=====	===	=====	==	===	=====	=====	=====	=====	=====	=====	=====	=====
	86.6	5	515	2	0	515	545	47	-47	27		2568	2161
	86.6	5	530	2	0	530	605	28	-28	18		9426	1626
	86.6	3	545	2	0	545	610	28	-28	17	0.33	2558	2157
	Subtotal							323	-324				
	Average							40.4	-40.5				

EARLY EVENING OUTBOUND

86.6	3	600	2	0	602			18	-18	10	0.26	2570	2183
86.6	3	615	2	0	616	641		25	-25	18	0.40	2566	2187
86.6	5	630	2	0	630	654		20	-20	10		2566	2163
86.6	3	650	2	0	650	715		15	-15	9	0.18	2561	2159
86.6	5	730	2	0	730	750		29	-29	20	0.40	2567	2165
	Subtotal							107	-107				
	Average							21.4	-21.4				

NIGHT OUTBOUND

86.6	3	830	2	0	830	848		9	-9	7	0.16	2567	2650
86.6	3	930	2	0	931	953		22	-22	16	0.36	2571	2652
86.6	3	1030	2	0	1025	1046		9	-9	9	0.20	2567	2654
86.6	3	1130	2	0	1129	1147		16	-16	14	0.31	2566	2656
86.6	6	1240	1	0	1240	105		24	-24	17		9426	1648
	Subtotal							80	-80				
	Average							16.0	-16.0				

TOTAL OUTBOUND:

1579 -1576

EARLY MORNING INBOUND

## 86.6		510	1	1				2	-2	2			
## 86.6		535	1	1				2	-2	2			
86.6	5	600	1	1	600	619		36	-36	28	0.65	2546	1133
86.6	6	615	1	1	620	642		24	-24	21	0.47	2615	1145
86.6	5	630	1	1	630	650		28	-28	14	0.33	2759	1139
	Subtotal							92	-92				
	Average							18.4	-18.4				

AM PEAK INBOUND

86.6	6	645	1	1	646	710		42	-42	25	0.54	2546	1157
86.6	5	700	1	1	659	724		54	-55	30	0.70	2546	1135
86.6	6	715	1	1	715	744		68	-68	51		2545	1151
86.6	6	730	1	1	730	758		57	-55	28	0.62	2548	1147
86.6	5	745	1	1	745	815		72	-72	42	0.98	2546	1141
86.6	6	800	1	1	801	836		78	-78	50	1.09	2546	1159
86.6	5	815	1	1	815	842		59	-59	36	0.84	2547	1137
86.6	6	830	1	1	830	909		69	-69	49	1.07	2547	1153
	Subtotal							499	-498				
	Average							62.37	-62.2				

MID-DAY INBOUND

## Central North Bus Study

Route 86.6 Weekdays (Sullivan Station - Union Square via Harvard Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	86.6	5	900	1	1	900	932	53	-53	42	0.98	2547	1143
	86.6	6	930	1	1	930	1000	37	-37	22	0.48	2547	1161
	86.6	6	1000	1	1	1000	1035	31	-31	21	0.46	2547	1155
	86.6	6	1030	1	1	1035		21	-21	10	0.22	2761	1645
	86.6	6	1100	1	1	1100	1130	22	-22	12	0.26	2547	1635
	86.6	6	1130	1	1	1131	1154	29	-29	16	0.37	2616	1627
	86.6	6	1200	2	1	1210	1236	22	-22	10		2553	1647
	86.6	6	1230	2	1	1230	1255	18	-18	12	0.26	2547	1637
	86.6	5	100	2	1	100	128	26	-26	13		2548	1619
	86.6	6	130	2	1	105	202	25	-25	15	0.33	2553	1672
	86.6	6	150	2	1		220	9	-9	4		2548	1649
	Subtotal							293	-293				
	Average							26.6	-26.6				

## SCHOOL PEAK INBOUND

86.6	6	210	2	1	210	240	28	-28	15	0.33	2547	1631	
86.6	5	230	2	1	230	255	20	-20	10		2553	1621	
86.6	6	250	2	1	252	323	21	-21	13	0.29	2553	1674	
86.6	6	307	2	1		345	35	-35	20		2554	1651	
86.6	6	322	2	1	322	353	17	-17	10	0.22	2550	1633	
86.6	5	337	2	1	340	407	30	-30	20		2550	1623	
86.6	3	352	2	1	355	424	36	-36	19	0.37	9584	2154	
	Subtotal						187	-187					
	Average						26.7	-26.7					

## PM PEAK INBOUND

86.6	3	407	2	1	406	436	50	-50	26	0.68	2550	2180	
86.6	3	422	2	1	423	555	47	-47	25	0.56	9584	2184	
86.6	5	437	2	1	439	510	67	-67	43	0.86	2551	2160	
86.6	5	452	2	1	452	527	65	-65	44		2551	1625	
86.6	3	507	2	1	507	541	72	-72	48	0.94	2550	2156	
86.6	3	522	2	1	526	600	67	-67	40	1.05	2553	2182	
86.6	3	537	2	1	540	615	33	-34	24	0.53	2550	2186	
86.6	5	555	2	1	554	622	49	-49	38		2550	2162	
	Subtotal						450	-451					
	Average						56.3	-56.4					

## EARLY EVENING INBOUND

86.6	3	620	2	1	620	741	25	-25	22	0.43	2553	2158	
86.6	5	700	2	1	700	725	41	-41	31	0.62	2550	2164	
	Subtotal						66	-66					
	Average						33.0	-33.0					

## NIGHT INBOUND

86.6	3	800	2	1	759	819	17	-17	13	0.29	2553	2649	
86.6	3	900	2	1	906	925	18	-18	15	0.33	2553	2651	
86.6	3	1000	2	1	959	1017	17	-17	13	0.29	2553	2653	
86.6	3	1100	2	1	1059	1117	21	-21	11	0.24	2553	2655	
# 86.6		1200	1	1			21	-21	11				

Central North Bus Study

Route 86.6 Weekdays (Sullivan Station - Union Square via Harvard Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
Subtotal								94	-94				
Average								18.8	-18.8				
TOTAL INBOUND:								1681	-1681				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS:								3260	-3257				
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Central North Bus Study  
Route 91.0 Weekdays (Sullivan Station - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
EARLY MORNING OUTBOUND													
##	91		530	1	0			20	-20	19			
##	91		600	1	0			20	-20	19			
	91	6	630	1	0	632	643	22	-22	21		2531	1164
	Subtotal							62	-62				
	Average							20.7	-20.7				
AM PEAK OUTBOUND													
	91	5	650	1	0	650	705	25	-25	18	0.46	2773	1186
	91	6	705	1	0	705	717	11	-11	10	0.23	2531	1166
	91	6	720	1	0	720	735	16	-16	15	0.38	2777	1178
	91	5	735	1	0	739	755	34	-34	25	0.64	2776	1188
	91	6	750	1	0	751	803	13	-13	8	0.19	2777	1168
	91	6	805	1	0	805	820	22	-22	21	0.54	2776	1180
	91	5	820	1	0	825	842	32	-31	31	0.79	2774	1190
	91	6	835	1	0	837	848	16	-16	11	0.26	2531	1170
	Subtotal							169	-168				
	Average							21.1	-21.0				
MID-DAY OUTBOUND													
	91	6	850	1	0	850	905	11	-11	9	0.23	2446	1182
	91	6	905	1	0	903	914	10	-10	10	0.22	2530	1150
	91	6	920	1	0	922	933	12	-12	8	0.19	2777	1172
	91	6	938	1	0	938	950	12	-12	8	0.21	2448	1184
	91	6	958	1	0	1000	1014	13	-13	9	0.21	2777	1174
*	91		1018	1	0			19	-19	13			
***	91		1038	1	0			25	-25	17			
	91	6	1058	1	0	1058	1110	19	-19	18		2451	1653
	91	6	1118	1	0	1119	1135	15	-15	10	0.22	2446	1667
	91	5	1136	1	0	1136	1150	18	-18	13	0.35	2451	1678
	91	6	1151	1	0	1151	1203	16	-16	13		2448	1655
	91	6	1206	2	0	1209	1221	12	-12	8	0.18	2530	1669
	91	5	1221	2	0	1222	1235	19	-19	17	0.46	2448	1680
	91	6	1236	2	0	1238	1249	9	-9	7		2445	1657
	91	6	1251	2	0	1252	110	20	-20	17	0.38	2451	1671
	91	5	106	2	0	107	120	13	-13	9	0.24	2769	1682
	91	6	121	2	0	122	140	24	-24	22	0.56	2446	1630
	91	3	136	2	0	135	147	18	-18	15	0.39	2446	2001
	91	6	151	2	0	150	159	12	-12	10		2445	1659
	Subtotal							297	-297				
	Average							15.6	-15.6				
SCHOOL PEAK OUTBOUND													
***	91		206	2	0			19	-19	16			
	91	3	221	2	0	218	229	16	-16	12	0.32	2451	2003
	91	6	236	2	0	234	245	18	-18	12		2451	1661
***	91		251	2	0			38	-38	25			
	91	3	306	2	0	309	323	29	-29	24	0.63	2451	2005
	91	6	321	2	0	324	346	27	-27	24		2450	1663

Central North Bus Study  
Route 91.0 Weekdays (Sullivan Station - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
***	91		336	2	0			48	-48	42			
	91	3	351	2	0	350	407	40	-40	29	0.76	2769	2007
	Subtotal							235	-235				
	Average							29.4	-29.4				

PM PEAK OUTBOUND

91	6	406	2	0	406	427	30	-30	25			2449	1665
91	5	421	2	0	421	442	39	-39	32	0.84		2768	1690
91	3	436	2	0	436	450	41	-41	38			2448	2167
91	3	451	2	0	452	508	33	-33	26	0.67		2448	2175
91	5	506	2	0	507	527	47	-47	40	1.05		2448	1692
91	3	521	2	0	521	537	26	-26	23			2446	2169
91	3	536	2	0	536	552	37	-37	33	0.85		2769	2177
91	5	551	2	0	551	604	29	-29	27	0.71		2448	1694
	Subtotal							282	-282				
	Average							35.3	-35.3				

EARLY EVENING OUTBOUND

91	3	606	2	0	606	610	18	-18	18	0.46		2446	2171
91	3	621	2	0	621	640	12	-12	12	0.31		2446	2179
***	91		645	2	0			22	-22	20			
	91	3	745	2	0	745	800	21	-21	18	0.39	2451	2659
	Subtotal							73	-73				
	Average							18.3	-18.3				

NIGHT OUTBOUND

91	3	845	2	0	845	859	17	-17	16	0.36		2445	2661
91	3	945	2	0	945	958	12	-12	11	0.24		2451	2663
91	3	1045	2	0	1045	1100	16	-16	15	0.33		2447	2665
91	3	1145	2	0	1145	1157	5	-5	5	0.11		2451	2667
#	91		1245	1	0			5	-5	5			
	Subtotal							55	-55				
	Average							11.0	-11.0				

TOTAL OUTBOUND 1173 -1172

EARLY MORNING INBOUND

x	91		515	1	1								
x	91		545	1	1								
	91	6	615	1	1	618	630	49	-49	43		2511	1163
	91	5	630	1	1	631	746	27	-27	23	0.59	2440	1185
	Subtotal							76	-76				
	Average							38.0	-38.0				

AM PEAK INBOUND

91	6	645	1	1	646	701	27	-27	27	0.63		2765	1165
91	6	700	1	1	700		27	-27	23	0.59		2612	1177
91	5	715	1	1	718		45	-45	37	0.95		2767	1187

Central North Bus Study  
Route 91.0 Weekdays (Sullivan Station - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factor	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	91	6	730	1	1	731	751	44	-44	35	0.81	2762	1167
	91	6	745	1	1	745	800	40	-40	33	0.85	2439	1179
	91	5	800	1	1	800	822	24	-24	20	0.51	2439	1189
	91	6	815	1	1	816	833	29	-29	27	0.63	2442	1169
	91	6	830	1	1	830	845	27	-27	24	0.62	2512	1181
	Subtotal							263	-263				
	Average							32.9	-32.9				

MID-DAY INBOUND

	91	6	845	1	1	844	902	38	-38	28	0.62	2762	1149
	91	6	900	1	1	901	920	30	-30	26	0.60	2440	1171
	91	6	920	1	1	920	935	23	-23	21	0.54	2765	1183
	91	6	940	1	1	941	959	30	-30	21	0.49	2441	1173
*	91		1000	1	1			27	-27	20			
	91	6	1020	1	1	1020	1037	24	-24	18	0.42	2511	1175
	91	6	1040	1	1	1040	1055	16	-16	12		2439	1652
	91	6	1100	1	1	1100	1117	12	-12	11	0.24	2439	1666
	91	5	1114	1	1	1116	1132	7	-7	6	0.16	2440	1677
	91	6	1129	1	1	1129	1145	13	-13	13		2439	1654
	91	6	1146	1	1	1147	1209	27	-27	16	0.36	2511	1668
	91	5	1159	1	1	1200	1217	12	-12	11	0.30	2440	1679
	91	6	1214	2	1	1215	1237	20	-20	15		2441	1656
	91	6	1229	2	1	1229	1240	14	-14	11	0.24	2511	1670
	91	5	1244	2	1	1246	104	20	-20	15	0.41	2439	1681
	91	6	1259	2	1	100	116	20	-20	16	0.41	2439	1629
	91	3	114	2	1	115	133	28	-28	21	0.55	2511	2000
	91	6	129	2	1	131	147	17	-17	11		2441	1658
***	91		144	2	1			18	-18	16			
	91	3	159	2	1	159	217	24	-24	18	0.47	2439	2002
	Subtotal							420	-420				
	Average							21.0	-21.0				

SCHOOL PEAK INBOUND

	91	6	214	2	1	214	231	16	-16	11		2511	1660
***	91		229	2	1			26	-26	21			
	91	3	244	2	1	245	303	28	-28	20	0.53	2511	2004
	91	6	259	2	1	300	327	18	-18	12		2439	1662
***	91		314	2	1			21	-21	15			
	91	3	329	2	1	330	348	24	-24	17	0.45	2512	2006
	91	6	344	2	1	349	405	19	-19	16		2439	1664
	91	5	359	2	1	359	417	24	-24	17	0.45	2756	1689
	Subtotal							176	-176				
	Average							22.0	-22.0				

PM PEAK INBOUND

	91	3	414	2	1	414	429	13	-13	10	0.26	2512	2166
	91	3	429	2	1	429	450	37	-37	26	0.67	2511	2174
	91	5	444	2	1	445	505	35	-35	24	0.63	2762	1691
	91	3	459	2	1	459	510	15	-15	14		28741	2168

Central North Bus Study  
Route 91.0 Weekdays (Sullivan Station - Central Square)

Note	Route	Day	Schd Time	AM PM	Dir	Actual Time	Stop Time	Total Ons	Total Offs	Max Load	Load Factr	Max Stop	Form No
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	91	3	514	2	1	516	532	33	-33	29	0.74	2756	2176
	91	5	529	2	1	531	545	25	-25	18	0.47	2756	1693
	91	3	546	2	1	546		10	-10	8	0.21	28741	2170
	Subtotal							168	-168				
	Average							24.0	-24.0				
EARLY EVENING INBOUND													
	91	3	606	2	1	606	619	12	-12	9	0.23	2512	2178
***	91		630	2	1			21	-21	14			
	91	3	730	2	1	730	745	6	-6	6	0.13	2612	2658
	Subtotal							39	-39				
	Average							13.0	-13.0				
NIGHT INBOUND													
	91	3	830	2	1	830	845	4	-4	3	0.07	2756	2660
	91	3	930	2	1	933	943	11	-11	8	0.18	2439	2662
	91	3	1030	2	1	1030	1043	4	-4	3	0.07	2760	2664
	91	3	1130	2	1	1130	1143	4	-4	4	0.09	2439	2666
	91	4	1230	1	1	1230	1245	1	-1	1	0.02	2439	2668
	Subtotal							24	-24				
	Average							4.8	-4.8				
TOTAL INBOUND:								1166	-1166				
-----													
TOTAL - ALL DAY - BOTH DIRECTIONS:								2339	-2338				
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Notes:

- \* A single asterisk denotes that no actual observations were made for this particular bus run (specified by the scheduled start time). The value for total on's was calculated as an average of total on's from the preceding and the succeeding bus runs. The value for total off's and maximum load were calculated in the same manner.
- \*\* A double asterisk denotes that no actual observations were made for this particular bus run (specified by the scheduled start time). However, a duplicate record for the preceeding or succeeding bus run existed, and these observed values have been attributed to the missing run.
- \*\*\*A triple asterisk denotes that two or more observations were made for a particular run. The values for total on's, total off's, and maximum load were calculated as averages of the observed values.
- # The pound sign denotes that no actual observations were made for this particular bus run. In this case, the values for ons, offs, and maximum load for the prior or subsequent actual observation or estimate were applied.
- ## In this case, total ridership for the time period was first estimated based on the average percentage increase or decrease from 1978 calculated by comparing 1984 ridership on all other observed and estimated runs in the same and immediately surrounding time periods to ridership in the same time periods in 1978. Average values for unobserved runs were then calculated based upon estimated total ridership for the time period minus actual ridership for other observed and estimated runs.
- ###A triple pound sign denotes that the estimate is based upon the differential between inbound and outbound ridership on observed runs in the same time period. The estimate was made by multiplying the percentage difference between inbound and outbound ridership times the ridership on runs in the opposite direction departing within +/-10 minutes of the other run.
- x A single x denotes that there was insufficient data from which to make an estimate.

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## L.5 Load Profiles

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## KEY TO LOAD PROFILES

OBS	Observation number. Each stop in the entire file is numbered consecutively.
ROUTENUM	MBTA route number.
DIRECTIN	Direction of travel.
STOPSEQN	Stop sequence number. Each stop in a route-by-direction profile is numbered consecutively.
STOPNUM	MBTA bus stop number.
STOPKNT	The number of bus trips observed to stop at a bus stop during the ridechecking.
TOTONS2	The total boardings observed at each stop during the ridechecking.
TOTOFFS2	The total alightings observed at each stop during the ridechecking.
STOPUSE	The sum of TOTONS2 and TOTOFFS2.
LOADIN2	The total load onboard buses as they approach a stop. $LOADIN2/STOPKNT$ gives average load per observed bus.
LIMAX	The maximum load onboard buses up until a given stop. The last observation is the maximum load for that route and direction.
LIMXSTOP	The STOPNUM of the maximum load point up until a given stop. The last observation is the maximum load point for that route and direction.
TOTONS3	Cumulative ons.
TOTOFFS3	Cumulative offs.



ROUTE NUMBER=1 DIRECTION=OUTBOUND

QES	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TUONS3	TUOFFS3
1	1	OUTBOUND	1	64	100	2066.83	0.00	2066.83	0.00	0.00	54	2066.83	0.00
2	1	OUTBOUND	2	1	47	61.50	21.50	83.00	2066.83	2066.83	1	2128.33	21.50
3	1	OUTBOUND	3	2	39	50.63	21.00	71.83	2106.83	2106.83	2	2179.17	42.50
4	1	OUTBOUND	4	3	26.00	33.00	59.00	59.00	2136.67	2136.67	3	2205.17	75.50
5	1	OUTBOUND	5	4	19.33	70.50	89.83	89.83	2129.67	2136.67	3	2224.50	146.00
6	1	OUTBOUND	6	8700	301.17	195.17	496.33	496.33	2078.50	2136.67	3	2525.67	341.17
7	1	OUTBOUND	7	86	57	104.50	63.17	167.67	2184.50	2184.50	86	2630.17	404.33
8	1	OUTBOUND	8	87	79	180.00	140.17	320.17	2225.83	2225.83	87	2310.17	544.50
9	1	OUTBOUND	9	88	79	120.83	151.33	272.17	2265.67	2265.67	88	2931.00	695.83
10	1	OUTBOUND	10	89	86	141.17	315.67	456.83	2235.17	2265.67	88	3072.17	1011.50
11	1	OUTBOUND	11	90	100	201.83	209.67	411.50	2060.67	2265.67	88	3274.00	1221.17
12	1	OUTBOUND	12	91	75	106.00	169.50	275.50	2052.83	2265.67	88	3380.00	1390.67
13	1	OUTBOUND	13	92	93	157.17	286.67	443.83	1989.33	2265.67	88	3537.17	1677.33
14	1	OUTBOUND	14	93	100	421.00	320.67	741.67	1859.83	2265.67	88	3958.17	1998.00
15	1	OUTBOUND	15	94	66	89.33	44.17	133.50	1960.17	2265.67	88	4047.50	2042.17
16	1	OUTBOUND	16	95	47	70.50	37.83	108.33	2005.33	2265.67	88	4118.00	2080.00
17	1	OUTBOUND	17	9992	39	24.50	52.83	77.33	2038.00	2265.67	88	4142.50	2132.83
18	1	OUTBOUND	18	951	69	101.17	89.33	190.50	2009.67	2265.67	88	4243.66	2222.17
19	1	OUTBOUND	19	952	59	67.33	41.00	108.33	2021.50	2265.67	88	4311.00	2263.17
20	1	OUTBOUND	20	953	65	130.83	43.50	174.33	2047.83	2265.67	88	4441.83	2306.67
21	1	OUTBOUND	21	954	70	110.33	57.50	167.83	2135.17	2265.67	88	4552.16	2364.17
22	1	OUTBOUND	22	90	33	28.67	30.50	59.17	2188.00	2265.67	88	4580.83	2394.67
23	1	OUTBOUND	23	97	101	596.17	163.00	749.17	2186.17	2265.67	88	5167.00	2557.67
24	1	OUTBOUND	24	98	38	43.50	34.00	77.50	2609.33	2609.33	98	5210.50	2591.67
25	1	OUTBOUND	25	99	39	35.50	57.00	92.50	2518.83	2618.83	99	5246.00	2648.67
26	1	OUTBOUND	26	100	40	70.00	43.00	113.00	2597.33	2618.83	99	5316.00	2691.67
27	1	OUTBOUND	27	101	56	48.00	83.33	131.33	2624.33	2624.33	101	5364.00	2775.00
28	1	OUTBOUND	28	1011	57	57.17	159.83	217.00	2589.00	2624.33	101	5421.16	2934.83
29	1	OUTBOUND	29	102	101	488.00	539.83	1027.83	2486.33	2624.33	101	5909.16	3474.67
30	1	OUTBOUND	30	103	19	13.00	26.67	39.67	2434.50	2624.33	101	5922.16	3501.33
31	1	OUTBOUND	31	104	58	51.50	59.50	111.00	2420.83	2624.33	101	5973.66	3560.83
32	1	OUTBOUND	32	105	34	13.00	34.50	47.50	2412.83	2624.33	101	5986.66	3595.33
33	1	OUTBOUND	33	106	57	21.83	86.00	107.83	2391.33	2624.33	101	6008.50	3681.33
34	1	OUTBOUND	34	107	64	14.00	149.00	162.00	2327.17	2624.33	101	6022.50	3829.33
35	1	OUTBOUND	35	108	77	15.00	287.83	302.83	2193.17	2624.33	101	6037.50	4117.16
36	1	OUTBOUND	36	109	54	0.00	144.50	144.50	1920.33	2624.33	101	6037.50	4261.66
37	1	OUTBOUND	37	110	101	0.00	1753.83	1753.83	1775.83	2624.33	101	6037.50	6015.50

ROUTE NUMBER=1 DIRECTION=INBOUND

QES	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
38	1	INBOUND	1	110	99	959.00	8.5	967.5	0.0	0.0	110	959.0	8.5
39	1	INBOUND	2	2168	94	1086.5	20.5	1107.0	950.5	950.5	2168	2045.5	29.0
40	1	INBOUND	3	2166	64	110.0	14.5	124.5	2016.5	2016.5	2166	2155.5	43.5
41	1	INBOUND	4	21661	21	36.0	8.0	44.0	2112.0	2112.0	21661	2191.5	51.5
42	1	INBOUND	5	2167	36	50.5	17.5	68.0	2140.0	2140.0	2167	2242.0	69.0
43	1	INBOUND	6	66	55	76.0	16.5	92.5	2173.0	2173.0	66	2318.0	85.5
44	1	INBOUND	7	67	73	205.5	34.0	239.5	2232.5	2232.5	67	2523.5	119.5
45	1	INBOUND	8	68	64	121.0	36.5	157.5	2404.0	2404.0	68	2644.5	156.0
46	1	INBOUND	9	69	65	76.5	47.0	123.5	2488.5	2488.5	69	2721.0	203.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

2

ROUTE NUMBER=1 DIRECTION=INBOUND

ORS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TUTONS3	TOTOFFS3
47	1	INBOUND	10	70	55	59.0	54.0	113.0	2518.0	2518.0	70	2780.0	257.0
48	1	INBOUND	11	71	79	77.5	161.5	239.0	2523.0	2523.0	71	2857.5	418.5
49	1	INBOUND	12	72	101	720.5	416.0	1136.5	2439.0	2523.0	71	3578.0	834.5
50	1	INBOUND	13	73	67	89.5	71.5	161.0	2743.5	2743.5	73	3667.5	906.0
51	1	INBOUND	14	74	72	116.0	129.5	245.5	2761.5	2761.5	74	3783.5	1035.5
52	1	INBOUND	15	75	101	187.5	616.0	803.5	2748.0	2761.5	74	3971.0	1651.5
53	1	INBOUND	16	76	35	25.0	38.0	63.0	2319.5	2761.5	74	3996.0	1699.5
54	1	INBOUND	17	937	67	40.5	130.0	170.5	2306.5	2761.5	74	4036.5	1819.5
55	1	INBOUND	18	938	76	38.5	190.0	228.5	2217.0	2761.5	74	4075.0	2009.5
56	1	INBOUND	19	939	57	31.5	85.0	116.5	2065.5	2761.5	74	4106.5	2094.5
57	1	INBOUND	20	941	51	45.0	74.5	119.5	2012.0	2761.5	74	4151.5	2169.0
58	1	INBOUND	21	8991	81	56.5	163.5	230.0	1982.5	2761.5	74	4218.0	2332.5
59	1	INBOUND	22	78	68	29.0	148.5	177.5	1885.5	2761.5	74	4247.0	2481.0
60	1	INBOUND	23	79	101	423.0	410.5	833.5	1766.0	2761.5	74	4670.0	2891.5
61	1	INBOUND	24	80	77	157.5	92.5	250.0	1778.5	2761.5	74	4827.5	2984.0
62	1	INBOUND	25	81	88	326.0	207.5	533.5	1843.5	2761.5	74	5153.5	3191.5
63	1	INBOUND	26	82	99	374.0	196.0	570.0	1962.0	2761.5	74	5527.5	3387.5
64	1	INBOUND	27	83	76	151.5	117.5	269.0	2140.0	2761.5	74	5679.0	3505.0
65	1	INBOUND	28	84	84	123.5	187.5	316.0	2174.0	2761.5	74	5807.5	3692.5
66	1	INBOUND	29	85	62	46.0	136.5	162.5	2115.0	2761.5	74	5853.5	3829.0
67	1	INBOUND	30	5	101	178.5	322.5	501.0	2024.5	2761.5	74	6032.0	4151.5
68	1	INBOUND	31	60	60	57.5	68.5	135.0	1880.5	2761.5	74	6099.5	4220.0
69	1	INBOUND	32	61	18	12.0	28.5	40.5	1879.5	2761.5	74	6111.5	4248.5
70	1	INBOUND	33	62	49	4.0	117.5	121.5	1863.0	2761.5	74	6115.5	4366.0
71	1	INBOUND	34	63	35	3.0	76.5	79.5	1749.5	2761.5	74	6118.5	4442.5
72	1	INBOUND	35	64	101	1.0	1726.0	1727.0	1676.0	2761.5	74	6119.5	6168.5

ROUTE NUMBER=1.1 DIRECTION=OUTBOUND

ORS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TUTONS3	TOTOFFS3
73	1.1	OUTBOUND	1	64	2	12.5	0.0	12.5	0.0	0.0	64	12.5	0.0
74	1.1	OUTBOUND	5	4	1	0.0	0.5	0.5	12.5	12.5	4	12.5	0.5
75	1.1	OUTBOUND	6	8700	2	1.5	0.0	1.5	12.0	12.5	4	14.0	0.5
76	1.1	OUTBOUND	9	86	1	1.0	0.0	1.0	13.5	13.5	86	15.0	0.5
77	1.1	OUTBOUND	10	87	2	0.5	1.0	1.5	14.5	14.5	87	15.5	1.5
78	1.1	OUTBOUND	11	88	2	1.0	2.0	3.0	14.0	14.5	87	16.5	3.5
79	1.1	OUTBOUND	12	89	1	0.5	0.0	0.5	13.0	14.5	87	17.0	3.5
80	1.1	OUTBOUND	13	90	2	3.0	1.5	4.5	13.5	14.5	87	20.0	5.0
81	1.1	OUTBOUND	14	91	1	0.5	1.0	1.5	15.0	15.0	91	20.5	6.0
82	1.1	OUTBOUND	15	92	2	0.5	5.0	5.5	14.5	15.0	91	21.0	11.0
83	1.1	OUTBOUND	16	93	2	9.5	0.0	9.5	10.0	15.0	91	30.5	11.0
84	1.1	OUTBOUND	17	94	2	0.5	1.5	2.0	19.5	19.5	94	31.0	12.5
85	1.1	OUTBOUND	19	8992	1	0.0	1.0	1.0	18.5	19.5	94	31.0	13.5
86	1.1	OUTBOUND	20	951	1	2.0	0.0	2.0	17.5	19.5	94	33.0	13.5
87	1.1	OUTBOUND	21	952	2	1.0	0.5	1.5	19.5	19.5	952	34.0	14.0
88	1.1	OUTBOUND	22	953	1	0.5	1.0	1.5	20.0	20.0	953	34.5	15.0
89	1.1	OUTBOUND	23	954	2	1.5	1.5	3.0	19.5	20.0	953	36.0	16.5
90	1.1	OUTBOUND	24	96	1	1.0	1.0	2.0	19.5	20.0	953	37.0	17.5
91	1.1	OUTBOUND	25	97	2	11.0	3.5	14.5	19.5	20.0	953	48.0	21.0
92	1.1	OUTBOUND	26	98	1	3.5	0.0	3.5	27.0	27.0	98	51.5	21.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

----- ROUTE NUMBER=1.1 DIRECTION=OUTBOUND -----

QSS	ROUTENUM	DIRECTION	STOPSEEN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
93	1.1	OUTBOUND	27	99	1	1.0	0.0	1.0	30.5	30.5	99	52.5	21.0
94	1.1	OUTBOUND	30	101	2	0.0	3.0	3.0	31.5	31.5	101	52.5	24.0
95	1.1	OUTBOUND	31	102	2	3.5	5.5	9.0	28.5	31.5	101	56.0	29.5
96	1.1	OUTBOUND	33	104	2	1.5	1.5	3.0	26.5	31.5	101	57.5	31.0
97	1.1	OUTBOUND	35	106	2	0.5	2.5	3.0	26.5	31.5	101	58.0	33.5
98	1.1	OUTBOUND	36	107	2	0.5	3.0	3.5	24.5	31.5	101	58.5	36.5
99	1.1	OUTBOUND	37	108	1	0.0	1.0	1.0	22.0	31.5	101	58.5	37.5
100	1.1	OUTBOUND	38	109	1	0.0	1.0	1.0	21.0	31.5	101	58.5	38.5
101	1.1	OUTBOUND	39	110	2	0.0	22.0	22.0	20.0	31.5	101	58.5	60.5

----- ROUTE NUMBER=1.1 DIRECTION=INBOUND -----

QSS	ROUTENUM	DIRECTION	STOPSEEN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
102	1.1	INBOUND	1	110	3	37	9	37	0	0	110	37	0
103	1.1	INBOUND	2	2108	2	9	0	9	37	37	2168	46	0
104	1.1	INBOUND	5	2107	2	2	0	2	46	46	2167	48	0
105	1.1	INBOUND	6	66	1	1	0	1	48	48	66	49	0
106	1.1	INBOUND	7	67	3	3	0	3	49	49	67	52	0
107	1.1	INBOUND	8	68	2	5	0	5	52	52	68	57	0
108	1.1	INBOUND	9	69	3	4	2	6	57	57	69	61	2
109	1.1	INBOUND	11	71	2	1	1	2	59	59	71	62	3
110	1.1	INBOUND	12	72	3	15	7	22	59	59	72	77	10
111	1.1	INBOUND	14	74	2	6	1	7	67	67	74	83	11
112	1.1	INBOUND	15	75	3	5	7	12	72	72	75	88	18
113	1.1	INBOUND	16	76	1	0	1	1	70	72	75	88	19
114	1.1	INBOUND	17	937	3	2	6	8	69	72	75	90	25
115	1.1	INBOUND	16	938	2	1	3	4	65	72	75	91	28
116	1.1	INBOUND	21	8991	2	0	4	4	63	72	75	91	32
117	1.1	INBOUND	22	78	2	0	5	5	59	72	75	91	37
118	1.1	INBOUND	23	79	3	5	9	13	54	72	75	96	45
119	1.1	INBOUND	24	80	2	2	5	7	51	72	75	98	50
120	1.1	INBOUND	25	81	3	4	8	12	48	72	75	102	58
121	1.1	INBOUND	26	82	3	12	4	16	44	72	75	114	62
122	1.1	INBOUND	27	83	2	2	2	4	52	72	75	116	64
123	1.1	INBOUND	28	84	3	0	7	7	52	72	75	116	71
124	1.1	INBOUND	29	85	2	1	2	3	45	72	75	117	73
125	1.1	INBOUND	32	5	3	5	4	9	44	72	75	122	77
126	1.1	INBOUND	33	60	1	0	1	1	45	72	75	122	78
127	1.1	INBOUND	35	62	2	0	3	3	44	72	75	122	81
128	1.1	INBOUND	37	64	3	0	41	41	41	72	75	122	122

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

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ROUTE NUMBER=47 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
129	47	OUTBOUND	1	1790	37	400.0	1.0	401.0	0.0	0.0	1790	400.0	1.0
130	47	OUTBOUND	2	1791	10	13.0	6.0	19.0	399.0	399.0	1791	413.0	7.0
131	47	OUTBOUND	3	1792	9	16.0	0.0	16.0	406.0	406.0	1792	429.0	7.0
132	47	OUTBOUND	4	62	13	2.0	9.0	11.0	422.0	422.0	62	431.0	16.0
133	47	OUTBOUND	5	63	12	2.0	13.5	15.5	415.0	422.0	62	433.0	29.5
134	47	OUTBOUND	6	64	46	1034.0	234.0	1268.0	403.5	422.0	62	1467.0	263.5
135	47	OUTBOUND	7	1	9	9.5	5.0	14.5	1203.5	1203.5	1	1476.5	268.5
136	47	OUTBOUND	8	2	14	13.5	5.5	19.0	1208.0	1208.0	2	1490.0	274.0
137	47	OUTBOUND	9	21	17	21.5	5.0	26.5	1216.0	1216.0	21	1511.5	279.0
138	47	OUTBOUND	10	22	23	26.5	10.5	37.0	1232.5	1232.5	22	1538.0	289.5
139	47	OUTBOUND	11	23	27	42.0	22.0	64.0	1248.5	1248.5	23	1580.0	311.5
140	47	OUTBOUND	12	1797	24	20.5	22.5	43.0	1268.5	1268.5	1797	1600.5	334.0
141	47	OUTBOUND	13	1798	25	7.0	25.0	32.0	1266.5	1268.5	1797	1607.5	359.0
142	47	OUTBOUND	14	1799	31	29.5	37.0	66.5	1248.5	1268.5	1797	1637.0	396.0
143	47	OUTBOUND	15	1800	19	4.0	39.0	43.0	1241.0	1268.5	1797	1641.0	435.0
144	47	OUTBOUND	16	1801	45	157.5	185.5	343.0	1206.0	1268.5	1797	1798.5	620.5
145	47	OUTBOUND	17	1802	31	31.5	70.0	101.5	1178.0	1268.5	1797	1830.0	690.5
146	47	OUTBOUND	18	1803	37	73.0	154.0	227.0	1139.5	1268.5	1797	1903.0	844.5
147	47	OUTBOUND	19	1804	38	74.5	97.0	171.5	1058.5	1268.5	1797	1977.5	941.5
148	47	OUTBOUND	20	1805	39	82.0	112.5	194.5	1036.0	1268.5	1797	2059.5	1054.0
149	47	OUTBOUND	21	1806	31	37.5	66.5	104.0	1005.5	1268.5	1797	2097.0	1120.5
150	47	OUTBOUND	22	9441	46	69.0	182.0	251.0	976.5	1268.5	1797	2166.0	1302.5
151	47	OUTBOUND	23	1807	28	16.5	44.0	60.5	863.5	1268.5	1797	2182.5	1346.5
152	47	OUTBOUND	24	1808	31	33.0	38.5	71.5	836.0	1268.5	1797	2215.5	1385.0
153	47	OUTBOUND	25	1809	23	19.5	27.0	46.5	830.5	1268.5	1797	2235.0	1412.0
154	47	OUTBOUND	26	1810	21	28.0	53.5	81.5	823.0	1268.5	1797	2263.0	1465.5
155	47	OUTBOUND	27	1811	34	36.0	59.5	95.5	797.5	1268.5	1797	2299.0	1525.0
156	47	OUTBOUND	28	1812	31	20.0	55.5	75.5	774.0	1268.5	1797	2319.0	1580.5
157	47	OUTBOUND	29	1813	29	38.0	34.0	72.0	738.5	1268.5	1797	2357.0	1614.5
158	47	OUTBOUND	30	1814	17	8.0	25.0	33.0	742.5	1268.5	1797	2365.0	1639.5
159	47	OUTBOUND	31	1815	16	1.0	36.0	37.0	725.5	1268.5	1797	2366.0	1675.5
160	47	OUTBOUND	32	1816	32	0.0	88.5	88.5	690.5	1268.5	1797	2366.0	1764.0
161	47	OUTBOUND	33	2755	27	0.0	121.5	121.5	602.0	1268.5	1797	2366.0	1885.5
162	47	OUTBOUND	34	1060	46	10.0	487.0	497.0	480.5	1268.5	1797	2376.0	2372.5

ROUTE NUMBER=47 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
163	47	INBOUND	1	1060	44	383.000	0.000	383.00	0.00	0.00	1060	383.00	0.00
164	47	INBOUND	2	72	42	419.833	0.000	419.83	393.00	383.00	72	802.83	0.00
165	47	INBOUND	3	1817	22	48.333	1.000	49.33	802.83	802.83	1817	851.17	1.00
166	47	INBOUND	4	1764	21	22.167	7.000	29.17	850.17	850.17	1764	873.33	8.00
167	47	INBOUND	5	1765	19	24.667	14.000	38.67	865.33	865.33	1765	898.00	22.00
168	47	INBOUND	6	1766	33	29.500	65.667	95.17	876.00	876.00	1766	927.50	87.67
169	47	INBOUND	7	1767	23	27.167	15.500	42.67	839.83	876.00	1766	954.67	103.17
170	47	INBOUND	8	1768	30	25.833	33.667	59.50	851.50	876.00	1766	980.50	136.83
171	47	INBOUND	9	1769	18	11.667	19.667	31.33	843.67	876.00	1766	992.17	156.50
172	47	INBOUND	10	1770	34	28.667	45.833	74.50	835.67	876.00	1766	1020.83	202.33
173	47	INBOUND	11	1771	25	20.333	25.167	45.50	818.50	876.00	1766	1041.17	227.50
174	47	INBOUND	12	1772	26	44.833	32.667	77.50	813.67	876.00	1766	1086.00	260.17

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

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ROUTE NUMBER=47 DIRECTION=INBOUND

Obs	ROUTENUM	DIRECTIN	STOPSE2N	STOPNUM	STOPKAT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
175	47	INBOUND	13	1773	28	15.832	46.833	62.67	825.83	876.00	1766	1101.83	307.00
176	47	INBOUND	14	1774	25	24.000	28.833	52.83	794.83	876.00	1766	1125.83	335.83
177	47	INBOUND	15	1775	28	33.667	29.667	63.33	790.00	876.00	1766	1159.50	365.50
178	47	INBOUND	16	1776	44	109.500	76.667	186.17	794.00	876.00	1766	1269.00	442.17
179	47	INBOUND	17	1777	32	115.667	35.667	151.33	826.83	876.00	1766	1384.67	477.83
180	47	INBOUND	18	1778	37	84.167	73.500	157.67	906.83	906.83	1778	1468.83	551.33
181	47	INBOUND	19	1779	35	123.833	71.000	194.83	917.50	917.50	1779	1592.67	622.33
182	47	INBOUND	20	1780	42	143.333	83.667	227.00	970.33	970.33	1780	1736.00	706.00
183	47	INBOUND	21	1781	36	67.000	66.000	135.00	1030.00	1030.00	1781	1803.00	774.00
184	47	INBOUND	22	1782	45	194.333	146.500	340.83	1029.00	1030.00	1781	1997.33	920.50
185	47	INBOUND	23	1783	16	16.667	18.667	35.33	1076.83	1076.83	1783	2014.00	939.17
186	47	INBOUND	24	1784	25	46.500	25.833	72.33	1074.83	1076.83	1783	2060.50	965.00
187	47	INBOUND	25	1784	20	24.000	7.000	31.00	1095.50	1095.50	1784	2084.50	972.00
188	47	INBOUND	26	1785	16	12.833	15.333	28.17	1112.50	1112.50	1785	2097.33	987.33
189	47	INBOUND	27	1786	24	22.333	26.333	48.67	1110.00	1112.50	1785	2119.67	1013.67
190	47	INBOUND	28	1592	22	11.500	37.833	49.33	1106.00	1112.50	1785	2131.17	1051.50
191	47	INBOUND	29	1592	24	13.500	27.333	40.83	1079.67	1112.50	1785	2144.67	1078.83
192	47	INBOUND	30	1593	22	10.500	71.500	82.00	1065.83	1112.50	1785	2155.17	1150.33
193	47	INBOUND	31	64	45	260.833	629.167	1110.00	1004.83	1112.50	1785	2436.00	1979.50
194	47	INBOUND	32	1	14	11.333	4.333	15.67	456.50	1112.50	1785	2447.33	1983.83
195	47	INBOUND	33	2	14	12.833	10.000	22.83	463.50	1112.50	1785	2460.17	1993.83
196	47	INBOUND	34	3	11	8.000	8.500	16.50	466.33	1112.50	1785	2468.17	2002.33
197	47	INBOUND	35	4	19	8.000	35.000	43.00	465.83	1112.50	1785	2476.17	2037.33
198	47	INBOUND	36	1700	29	29.500	42.667	72.17	438.83	1112.50	1785	2505.67	2080.00
199	47	INBOUND	37	1737	16	3.000	26.000	29.00	425.67	1112.50	1785	2508.67	2106.00
200	47	INBOUND	38	1788	21	8.000	48.833	56.83	402.67	1112.50	1785	2516.67	2154.83
201	47	INBOUND	39	1789	34	10.000	31.167	91.17	361.83	1112.50	1785	2526.67	2236.00
202	47	INBOUND	40	1789	24	11.500	126.667	138.17	290.67	1112.50	1785	2538.17	2362.67
203	47	INBOUND	41	1790	45	0.000	169.167	169.17	175.50	1112.50	1785	2538.17	2531.83

ROUTE NUMBER=47.4 DIRECTION=OUTBOUND

Obs	ROUTENUM	DIRECTIN	STOPSE2N	STOPNUM	STOPKAT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
204	47.4	OUTBOUND	1	1790	26	191.000	0.000	191.000	0.000	0.000	1790	191.00	0.00
205	47.4	OUTBOUND	2	1791	8	7.000	1.500	8.500	191.000	191.000	1791	198.00	1.50
206	47.4	OUTBOUND	4	62	10	4.833	8.000	12.833	196.500	196.500	62	202.83	9.50
207	47.4	OUTBOUND	5	63	8	69.000	8.000	77.000	193.333	196.500	62	271.83	17.50
208	47.4	OUTBOUND	6	64	28	610.167	97.500	707.667	254.333	254.333	64	882.00	115.00
209	47.4	OUTBOUND	7	1	3	5.667	0.000	5.667	767.000	767.000	1	887.67	115.00
210	47.4	OUTBOUND	8	2	6	8.833	0.667	9.500	772.666	772.666	2	896.50	115.67
211	47.4	OUTBOUND	9	21	8	10.000	2.000	12.000	780.833	780.833	21	906.50	117.67
212	47.4	OUTBOUND	10	22	16	12.500	19.000	31.500	788.833	788.833	22	919.00	136.67
213	47.4	OUTBOUND	11	23	18	16.833	17.833	34.667	782.333	788.833	22	935.83	154.50
214	47.4	OUTBOUND	12	1797	15	16.000	16.000	32.000	781.333	788.833	22	951.83	170.50
215	47.4	OUTBOUND	13	1798	12	5.500	14.167	19.667	781.333	788.833	22	957.33	184.67
216	47.4	OUTBOUND	14	1799	15	6.000	30.333	36.333	772.666	788.833	22	963.33	215.00
217	47.4	OUTBOUND	15	1900	7	3.000	14.500	17.500	748.333	788.833	22	966.33	229.50
218	47.4	OUTBOUND	16	1801	28	19.333	166.167	185.500	736.833	788.833	22	985.67	395.67
219	47.4	OUTBOUND	17	1802	19	3.000	176.000	179.000	590.000	788.833	22	988.67	571.67
220	47.4	OUTBOUND	18	1803	24	3.833	84.333	88.167	417.000	788.833	22	992.50	656.00

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE & DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

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ROUTE NUMBER=47.4 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TJTONS3	TOTOFFS3
221	47.4	OUTBOUND	19	1804	20	6.5	65.500	72.000	336.500	788.833	22	999	721.50
222	47.4	OUTBOUND	20	1805	18	2.0	51.333	53.333	277.500	788.833	22	1001	772.83
223	47.4	OUTBOUND	21	1805	18	2.0	57.167	59.167	228.167	788.833	22	1003	830.00
224	47.4	OUTBOUND	22	94411	28	50.0	174.833	224.833	173.000	788.833	22	1053	1004.83

ROUTE NUMBER=47.4 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
225	47.4	INBOUND	1	1777	15	176.5	0.0	176.5	0.0	0.0	1777	176.5	0.0
226	47.4	INBOUND	2	1776	15	90.5	1.5	92.0	176.5	176.5	1778	267.0	1.5
227	47.4	INBOUND	3	1779	14	62.0	0.0	62.0	265.5	265.5	1779	329.0	1.5
228	47.4	INBOUND	4	1780	13	137.5	3.0	140.5	327.5	327.5	1780	466.5	4.5
229	47.4	INBOUND	5	1781	10	20.0	5.0	25.0	462.0	462.0	1781	486.5	9.5
230	47.4	INBOUND	6	1782	22	57.0	18.0	75.0	477.0	477.0	1782	543.5	27.5
231	47.4	INBOUND	7	1783	3	5.0	0.5	5.5	516.0	516.0	1783	548.5	28.0
232	47.4	INBOUND	8	1784	3	2.5	1.0	3.5	520.5	520.5	1784	551.0	29.0
233	47.4	INBOUND	9	17841	7	4.5	2.0	6.5	522.0	522.0	17841	555.5	31.0
234	47.4	INBOUND	10	1785	10	7.0	7.5	14.5	524.5	524.5	1785	562.5	38.5
235	47.4	INBOUND	11	1786	9	8.0	3.5	11.5	524.0	524.5	1785	570.5	42.0
236	47.4	INBOUND	12	1592	10	7.5	20.0	27.5	528.5	528.5	1592	570.0	62.0
237	47.4	INBOUND	13	15921	12	7.5	25.0	32.5	516.0	528.5	1592	585.5	87.0
238	47.4	INBOUND	14	1593	13	8.0	44.5	52.5	498.5	528.5	1592	593.5	131.5
239	47.4	INBOUND	15	64	22	170.5	448.0	618.5	462.0	528.5	1592	764.0	579.5
240	47.4	INBOUND	16	1	5	3.0	2.0	5.0	184.5	528.5	1592	767.0	581.5
241	47.4	INBOUND	17	2	5	2.0	3.5	5.5	185.5	528.5	1592	769.0	585.0
242	47.4	INBOUND	18	3	2	2.0	0.0	2.0	184.0	528.5	1592	771.0	585.0
243	47.4	INBOUND	19	4	12	1.0	24.5	25.5	186.0	528.5	1592	772.0	609.5
244	47.4	INBOUND	20	3700	11	0.0	21.0	21.0	162.5	528.5	1592	772.0	630.5
245	47.4	INBOUND	21	1787	6	1.0	8.0	9.0	141.5	528.5	1592	773.0	638.5
246	47.4	INBOUND	22	1788	14	4.5	31.5	36.0	134.5	528.5	1592	777.5	670.0
247	47.4	INBOUND	23	1789	14	3.5	36.5	40.0	107.5	528.5	1592	781.0	706.5
248	47.4	INBOUND	24	17891	15	5.0	57.5	62.5	74.5	528.5	1592	786.0	764.0
249	47.4	INBOUND	25	1790	21	0.0	66.0	66.0	22.0	528.5	1592	786.0	830.0
250	47.4	INBOUND	26	.	1	0.0	0.5	0.5	-44.0	528.5	1592	786.0	830.5

ROUTE NUMBER=57 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
251	57	OUTBOUND	1	899	109	2092.83	0.000	2092.83	0.00	0.00	899	2092.83	0.00
252	57	OUTBOUND	2	951	65	102.83	0.500	103.33	2092.83	2092.83	951	2195.67	0.50
253	57	OUTBOUND	3	952	58	101.83	3.000	104.83	2195.17	2195.17	952	2297.50	3.50
254	57	OUTBOUND	4	953	72	201.33	4.500	205.83	2294.00	2294.00	953	2498.83	8.00
255	57	OUTBOUND	5	954	40	64.17	1.000	65.17	2490.83	2490.83	954	2563.00	9.00
256	57	OUTBOUND	6	955	35	43.00	3.500	46.50	2554.00	2554.00	955	2606.00	12.50
257	57	OUTBOUND	7	956	35	44.83	9.000	53.83	2593.50	2593.50	956	2650.83	21.50
258	57	OUTBOUND	8	957	35	46.33	7.833	54.17	2629.33	2629.33	957	2697.17	29.33
259	57	OUTBOUND	9	958	53	69.00	14.833	83.83	2667.83	2667.83	958	2766.17	44.17
260	57	OUTBOUND	10	959	32	22.83	20.167	43.00	2722.00	2722.00	959	2789.00	64.33

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

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ROUTE NUMBER=57 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TUTOFFS3
261	57	OUTBOUND	11	960	105	49.167	35.333	84.500	2724.67	2724.67	960	2838.17	99.67
262	57	OUTBOUND	12	961	54	39.000	44.500	83.500	2738.50	2738.50	961	2877.17	144.17
263	57	OUTBOUND	13	962	72	67.667	90.000	157.667	2733.00	2738.50	961	2944.83	234.17
264	57	OUTBOUND	14	963	90	265.500	142.000	407.500	2710.67	2738.50	961	3210.33	376.17
265	57	OUTBOUND	15	964	77	84.833	91.333	176.167	2834.17	2834.17	964	3295.17	467.50
266	57	OUTBOUND	16	965	108	186.500	83.833	270.333	2827.67	2834.17	964	3481.67	551.33
267	57	OUTBOUND	17	966	92	174.833	155.667	330.500	2930.33	2930.33	966	3656.50	707.00
268	57	OUTBOUND	18	967	54	40.167	48.833	89.000	2949.50	2949.50	967	3696.67	755.83
269	57	OUTBOUND	19	968	51	60.000	52.667	142.667	2940.83	2949.50	967	3756.67	838.50
270	57	OUTBOUND	20	969	57	14.167	135.500	149.667	2918.17	2949.50	967	3770.83	974.00
271	57	OUTBOUND	21	970	64	43.000	181.500	224.500	2796.83	2949.50	967	3813.83	1155.50
272	57	OUTBOUND	22	971	108	28.667	145.000	173.667	2658.33	2949.50	967	3842.50	1300.50
273	57	OUTBOUND	23	972	89	72.833	260.500	333.333	2542.00	2949.50	967	3915.33	1561.00
274	57	OUTBOUND	24	972	37	41.833	72.500	114.333	2354.33	2949.50	967	3957.17	1633.50
275	57	OUTBOUND	25	973	91	87.167	232.000	319.167	2323.67	2949.50	967	4044.33	1865.50
276	57	OUTBOUND	26	974	86	63.500	174.500	238.000	2178.83	2949.50	967	4107.83	2040.00
277	57	OUTBOUND	27	975	85	51.333	149.167	200.500	2067.83	2949.50	967	4159.16	2189.17
278	57	OUTBOUND	28	976	74	29.500	127.833	157.333	1970.00	2949.50	967	4188.66	2317.00
279	57	OUTBOUND	29	977	74	18.500	127.500	146.000	1871.67	2949.50	967	4207.16	2444.50
280	57	OUTBOUND	30	978	107	21.833	237.333	259.167	1762.67	2949.50	967	4229.00	2681.83
281	57	OUTBOUND	31	979	70	16.500	101.500	118.000	1547.17	2949.50	967	4245.50	2783.33
282	57	OUTBOUND	32	980	26	4.500	29.833	34.333	1462.17	2949.50	967	4250.00	2813.17
283	57	OUTBOUND	33	981	45	10.000	62.333	72.333	1436.83	2949.50	967	4260.00	2875.50
284	57	OUTBOUND	34	982	55	14.000	75.333	89.333	1384.50	2949.50	967	4274.00	2950.83
285	57	OUTBOUND	35	983	18	6.000	15.000	21.000	1323.17	2949.50	967	4280.00	2965.83
286	57	OUTBOUND	36	984	17	4.000	15.333	19.333	1314.17	2949.50	967	4284.00	2981.17
287	57	OUTBOUND	37	985	40	5.333	41.167	46.500	1302.83	2949.50	967	4289.33	3022.33
288	57	OUTBOUND	38	986	57	5.000	81.667	86.667	1267.00	2949.50	967	4294.33	3104.00
289	57	OUTBOUND	39	987	35	2.500	42.833	45.333	1190.33	2949.50	967	4296.83	3146.83
290	57	OUTBOUND	40	988	106	13.167	340.167	353.333	1150.00	2949.50	967	4310.00	3487.00
291	57	OUTBOUND	41	989	43	1.500	64.333	65.833	823.00	2949.50	967	4311.50	3551.33
292	57	OUTBOUND	42	990	14	0.000	16.000	16.000	760.17	2949.50	967	4311.50	3567.33
293	57	OUTBOUND	43	900	110	0.000	736.667	736.667	744.17	2949.50	967	4311.50	4304.00

ROUTE NUMBER=57 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TUTOFFS3
294	57	INBOUND	1	900	109	689.5	0.5	690.0	0.0	0.0	900	689.5	0.5
295	57	INBOUND	2	901	41	50.5	4.0	54.5	689.0	689.0	901	740.0	4.5
296	57	INBOUND	3	902	53	71.0	9.5	80.5	735.5	735.5	902	811.0	14.0
297	57	INBOUND	4	903	109	175.5	21.5	197.0	797.0	797.0	903	986.5	35.5
298	57	INBOUND	5	903	76	259.5	8.0	267.5	951.0	951.0	903	1246.0	43.5
299	57	INBOUND	6	904	27	32.0	4.0	36.0	1202.5	1202.5	904	1278.0	47.5
300	57	INBOUND	7	905	24	28.0	1.0	29.0	1230.5	1230.5	905	1306.0	48.5
301	57	INBOUND	8	906	22	20.5	5.0	25.5	1257.5	1257.5	906	1326.5	53.5
302	57	INBOUND	9	907	27	18.5	13.5	32.0	1273.0	1273.0	907	1345.0	67.0
303	57	INBOUND	10	908	16	21.0	3.5	24.5	1278.0	1278.0	908	1366.0	70.5
304	57	INBOUND	11	909	67	109.0	14.0	123.0	1295.5	1295.5	909	1475.0	84.5
305	57	INBOUND	12	910	39	40.0	12.0	52.0	1390.5	1390.5	910	1515.0	96.5
306	57	INBOUND	13	911	28	41.0	6.0	47.0	1418.5	1418.5	911	1556.0	102.5

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

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ROUTE NUMBER=57 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTION	STOPSECT	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMKSTOP	TOTONS3	TOTOFFS3
307	57	INBOUND	14	912	62	108.5	31.0	139.5	1453.5	1453.5	912	1664.5	133.5
308	57	INBOUND	15	913	109	235.0	29.5	264.5	1531.0	1531.0	913	1899.5	163.0
309	57	INBOUND	16	914	76	131.0	12.0	143.0	1736.5	1736.5	914	2030.5	175.0
310	57	INBOUND	17	915	70	131.0	17.5	148.5	1855.5	1855.5	915	2161.5	192.5
311	57	INBOUND	18	916	80	196.5	46.0	232.5	1969.0	1969.0	916	2348.0	238.5
312	57	INBOUND	19	917	85	165.0	64.0	229.0	2109.5	2109.5	917	2513.0	302.5
313	57	INBOUND	20	918	97	310.5	128.5	439.0	2210.5	2210.5	918	2623.5	431.0
314	57	INBOUND	21	919	67	184.5	66.0	250.5	2392.5	2392.5	919	3008.0	497.0
315	57	INBOUND	22	920	106	203.0	72.5	275.5	2511.0	2511.0	920	3211.0	569.5
316	57	INBOUND	23	921	77	156.5	78.5	235.0	2641.5	2641.5	921	3367.5	648.0
317	57	INBOUND	24	922	56	67.0	16.0	103.0	2719.5	2719.5	922	3454.5	664.0
318	57	INBOUND	25	923	38	87.0	44.5	131.5	2790.5	2790.5	923	3541.5	708.5
319	57	INBOUND	26	924	70	104.5	53.5	158.0	2833.0	2833.0	924	3646.0	762.0
320	57	INBOUND	27	925	75	98.0	119.0	217.0	2884.0	2884.0	925	3744.0	881.0
321	57	INBOUND	27	975	1	0.0	1.0	1.0	2863.0	2884.0	925	3744.0	882.0
322	57	INBOUND	28	926	107	144.5	198.0	342.5	2862.0	2884.0	925	3888.5	1080.0
323	57	INBOUND	29	927	79	114.5	106.5	221.0	2908.5	2884.0	925	4003.0	1186.5
324	57	INBOUND	30	928	96	187.0	248.5	435.5	2816.5	2884.0	925	4190.0	1435.0
325	57	INBOUND	31	929	64	109.0	47.5	156.5	2755.0	2884.0	925	4299.0	1482.5
326	57	INBOUND	32	930	53	55.0	36.0	91.0	2816.5	2884.0	925	4354.0	1518.5
327	57	INBOUND	33	931	107	120.0	81.0	201.0	2835.5	2884.0	925	4474.0	1599.5
328	57	INBOUND	34	932	52	13.0	74.0	87.0	2874.5	2884.0	925	4487.0	1673.5
329	57	INBOUND	35	933	47	6.5	78.5	85.0	2813.5	2884.0	925	4493.5	1752.0
330	57	INBOUND	36	934	35	2.0	52.0	54.0	2741.5	2684.0	925	4495.5	1804.0
331	57	INBOUND	37	935	44	3.0	68.0	71.0	2691.5	2884.0	925	4498.5	1872.0
332	57	INBOUND	38	936	34	9.5	40.0	46.5	2626.5	2884.0	925	4505.0	1912.0
333	57	INBOUND	39	937	52	1.5	95.0	96.5	2593.0	2884.0	925	4506.5	2007.0
334	57	INBOUND	40	938	86	3.0	373.0	376.0	2499.5	2884.0	925	4509.5	2380.0
335	57	INBOUND	41	939	52	0.0	124.0	124.0	2129.5	2884.0	925	4509.5	2504.0
336	57	INBOUND	42	941	45	0.0	89.5	89.5	2005.5	2884.0	925	4509.5	2593.5
337	57	INBOUND	43	899	113	0.0	1884.0	1834.0	1916.0	2884.0	925	4509.5	4477.5
338	57	INBOUND	44	.	1	0.0	27.0	27.0	32.0	2884.0	925	4509.5	4504.5

ROUTE NUMBER=60 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTION	STOPSECT	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMKSTOP	TOTONS3	TOTOFFS3
339	60	OUTBOUND	1	899	31	370.0	0.0	370.0	0.0	0	899	370.0	0.0
340	60	OUTBOUND	2	8993	1	0.0	6.0	6.0	370.0	370	8993	370.0	6.0
341	60	OUTBOUND	3	1518	4	3.0	2.0	5.0	364.0	370	8993	373.0	8.0
342	60	OUTBOUND	4	1519	12	11.5	4.5	16.0	365.0	370	8993	384.5	12.5
343	60	OUTBOUND	5	1520	31	31.0	9.0	40.0	372.0	372	1520	415.5	21.5
344	60	OUTBOUND	6	1777	12	6.0	8.0	14.0	394.0	394	1777	421.5	29.5
345	60	OUTBOUND	7	1778	26	19.0	69.5	88.5	392.0	394	1777	440.5	99.0
346	60	OUTBOUND	8	1521	22	15.0	47.0	62.0	341.5	394	1777	455.5	146.0
347	60	OUTBOUND	9	1522	24	29.5	43.0	72.5	309.5	394	1777	485.0	169.0
348	60	OUTBOUND	10	1523	24	20.0	20.0	40.0	296.0	394	1777	505.0	209.0
349	60	OUTBOUND	11	1524	8	4.0	5.0	9.0	296.0	394	1777	509.0	214.0
350	60	OUTBOUND	12	1525	14	9.0	26.5	35.5	295.0	394	1777	518.0	240.5
351	60	OUTBOUND	13	1526	30	69.0	12.0	81.0	277.5	394	1777	587.0	252.5
352	60	OUTBOUND	14	1527	12	10.0	7.5	17.5	334.5	394	1777	597.0	260.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

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ROUTE NUMBER=60 DIRECTION=OUTBOUND

LINE	ROUTE	DIRECTION	STOP	STOPNO	STOPCNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
354	60	OUTBOUND	15	1523	4	1.0	2.5	3.5	337.0	394	1777	598.0	262.5
354	60	OUTBOUND	16	1524	19	4.0	25.5	29.5	335.5	394	1777	602.0	288.0
355	60	OUTBOUND	17	1530	31	12.0	41.5	53.5	314.0	394	1777	614.0	329.5
355	60	OUTBOUND	18	1531	11	2.0	12.0	14.0	284.5	394	1777	616.0	341.5
357	60	OUTBOUND	19	1532	10	5.0	7.0	12.0	274.5	394	1777	621.0	348.5
358	60	OUTBOUND	20	1533	11	0.0	16.5	16.5	272.5	394	1777	621.0	365.0
359	60	OUTBOUND	21	1534	8	2.0	15.0	17.0	256.0	394	1777	623.0	380.0
360	60	OUTBOUND	22	1535	31	2.0	17.0	19.0	243.0	394	1777	625.0	397.0
361	60	OUTBOUND	23	1536	17	6.0	24.0	30.0	228.0	394	1777	631.0	421.0
362	60	OUTBOUND	24	1537	17	1.0	24.5	25.5	210.0	394	1777	632.0	445.5
363	60	OUTBOUND	25	1538	4	0.0	4.5	4.5	186.5	394	1777	632.0	450.0
364	60	OUTBOUND	26	1539	6	1.0	6.0	7.0	182.0	394	1777	633.0	456.0
365	60	OUTBOUND	27	1540	15	0.0	28.0	28.0	177.0	394	1777	633.0	484.0
366	60	OUTBOUND	28	1541	18	9.5	27.5	37.0	149.0	394	1777	642.5	511.5
367	60	OUTBOUND	29	1542	20	12.0	26.0	38.0	131.0	394	1777	654.5	537.5
368	60	OUTBOUND	30	1543	19	20.5	28.0	48.5	117.0	394	1777	675.0	565.5
369	60	OUTBOUND	31	1544	31	2.0	66.5	68.5	109.5	394	1777	677.0	632.0

ROUTE NUMBER=60 DIRECTION=INBOUND

LINE	ROUTE	DIRECTION	STOP	STOPNO	STOPCNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
370	60	INBOUND	1	19821	14	51	0	51	0	0	19821	51	0
371	60	INBOUND	2	1983	19	67	0	67	51	51	1983	118	0
372	60	INBOUND	3	1984	19	49	0	49	118	118	1984	167	0
373	60	INBOUND	4	1541	7	14	0	14	167	167	1541	181	0
374	60	INBOUND	5	1542	2	4	1	5	181	181	1542	185	1
375	60	INBOUND	6	1543	9	14	4	18	184	184	1543	199	5
376	60	INBOUND	7	1544	15	28	2	30	194	194	1544	227	7
377	60	INBOUND	8	1545	27	16	4	20	220	220	1545	243	11
378	60	INBOUND	9	1546	6	4	2	6	232	232	1546	247	13
379	60	INBOUND	10	1547	2	3	1	4	234	234	1547	250	14
380	60	INBOUND	11	1548	6	2	5	7	236	236	1548	252	19
381	60	INBOUND	12	1549	5	5	1	6	236	236	1548	257	20
382	60	INBOUND	13	1550	10	10	2	12	237	237	1550	267	22
383	60	INBOUND	14	1551	12	17	3	20	245	245	1551	284	25
384	60	INBOUND	15	1552	25	26	10	36	259	259	1552	310	35
385	60	INBOUND	16	1553	5	9	0	9	275	275	1553	319	35
386	60	INBOUND	17	1554	4	7	2	9	284	284	1554	326	37
387	60	INBOUND	18	1555	27	27	74	101	289	289	1555	353	111
388	60	INBOUND	19	1556	14	20	13	33	242	289	1555	373	124
389	60	INBOUND	20	1557	8	12	10	22	249	289	1555	385	134
390	60	INBOUND	21	1558	19	18	25	43	251	289	1555	403	159
391	60	INBOUND	22	1559	13	14	26	40	244	289	1555	417	185
392	60	INBOUND	23	15591	22	50	15	65	232	289	1555	467	200
393	60	INBOUND	24	1560	7	11	6	17	267	289	1555	478	206
394	60	INBOUND	25	1805	20	48	31	79	272	289	1555	526	237
395	60	INBOUND	26	1806	11	10	5	15	289	289	1806	536	242
396	60	INBOUND	27	1561	26	7	32	39	294	294	1561	543	274
397	60	INBOUND	28	1562	13	5	25	30	269	294	1561	548	299
398	60	INBOUND	29	1563	9	0	12	12	249	294	1561	548	311

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

----- ROUTE NUMBER=60 DIRECTION=INBOUND -----

UBS	ROUTENUM	DIRECTION	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
399	60	INBOUND	30	1564	7	0	15	15	237	294	1561	548	326
400	60	INBOUND	31	899	27	0	250	250	222	294	1561	548	576

----- ROUTE NUMBER=60.1 DIRECTION=OUTBOUND -----

UBS	ROUTENUM	DIRECTION	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
401	60.1	OUTBOUND	1	699	8	73	0	73	0	0	899	73	0
402	60.1	OUTBOUND	3	1518	3	2	1	3	73	73	1518	75	1
403	60.1	OUTBOUND	4	1519	6	5	4	9	74	74	1519	80	5
404	60.1	OUTBOUND	5	1520	8	5	1	6	75	75	1520	85	6
405	60.1	OUTBOUND	6	1777	2	1	3	4	79	79	1777	86	9
406	60.1	OUTBOUND	7	1775	8	9	18	27	77	79	1777	95	27
407	60.1	OUTBOUND	8	1521	7	7	21	28	68	79	1777	102	48
408	60.1	OUTBOUND	9	1522	6	10	9	19	54	79	1777	112	57
409	60.1	OUTBOUND	10	1523	4	5	2	7	55	79	1777	117	59
410	60.1	OUTBOUND	11	1524	3	0	4	4	58	79	1777	117	63
411	60.1	OUTBOUND	12	1525	4	0	10	10	54	79	1777	117	73
412	60.1	OUTBOUND	13	1526	8	0	12	20	44	79	1777	125	85
413	60.1	OUTBOUND	15	2011	2	0	2	2	40	79	1777	125	87
414	60.1	OUTBOUND	16	2012	2	0	5	5	38	79	1777	125	92
415	60.1	OUTBOUND	18	1549	2	0	2	2	33	79	1777	125	94
416	60.1	OUTBOUND	19	1550	5	2	8	10	31	79	1777	127	102
417	60.1	OUTBOUND	20	1551	3	1	9	10	25	79	1777	128	111
418	60.1	OUTBOUND	21	1552	8	1	12	13	17	79	1777	129	123
419	60.1	OUTBOUND	22	1553	1	0	1	1	6	79	1777	129	124
420	60.1	OUTBOUND	23	2013	1	0	3	3	5	79	1777	129	127
421	60.1	OUTBOUND	24	2014	2	1	1	2	2	79	1777	130	128
422	60.1	OUTBOUND	25	2015	8	2	1	3	2	79	1777	132	129

----- ROUTE NUMBER=60.1 DIRECTION=INBOUND -----

UBS	ROUTENUM	DIRECTION	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
423	60.1	INBOUND	1	1530	5	22	0	22	0	0	1530	22	0
424	60.1	INBOUND	2	1531	2	6	0	6	22	22	1531	28	0
425	60.1	INBOUND	3	1532	1	1	0	1	28	28	1532	29	0
426	60.1	INBOUND	5	2017	2	1	5	6	29	29	2017	30	5
427	60.1	INBOUND	6	1555	7	7	2	9	25	29	2017	37	7
428	60.1	INBOUND	7	1556	3	6	0	6	30	30	1556	43	7
429	60.1	INBOUND	8	1557	2	3	0	3	36	36	1557	46	7
430	60.1	INBOUND	9	1558	7	11	5	16	39	39	1558	57	12
431	60.1	INBOUND	10	1559	5	12	4	16	45	45	1559	69	16
432	60.1	INBOUND	11	15591	5	11	4	15	53	53	15591	80	20
433	60.1	INBOUND	12	1560	3	8	0	8	60	60	1560	88	20
434	60.1	INBOUND	13	1805	6	26	6	32	68	68	1805	114	26
435	60.1	INBOUND	14	1806	1	0	1	1	88	88	1806	114	27
436	60.1	INBOUND	15	1561	7	4	2	6	87	88	1806	118	29
437	60.1	INBOUND	16	1562	2	2	2	4	89	89	1562	120	31
438	60.1	INBOUND	17	1563	3	1	5	6	89	89	1563	121	36

ROUTE NUMBER=60.1 DIRECTION=INBOUND													
DBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
439	60.1	INBOUND	18	1584	4	0	11	11	85	89	1563	121	47
440	60.1	INBOUND	19	899	7	0	78	78	74	89	1563	121	125
ROUTE NUMBER=60.2 DIRECTION=INBOUND													
DBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
441	60.2	INBOUND	1	1530	1	1	0	1	0	0	1530	1	0
442	60.2	INBOUND	6	1555	1	0	1	1	1	1	1555	1	1
ROUTE NUMBER=60.3 DIRECTION=INBOUND													
DBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
443	60.3	INBOUND	1	19821	1	2	0	2	0	0	19821	2	0
444	60.3	INBOUND	8	1545	1	0	0	0	2	2	1545	2	0
445	60.3	INBOUND	15	1552	1	0	2	2	2	2	1552	2	2
446	60.3	INBOUND	18	1555	1	0	0	0	0	2	1552	2	2
447	60.3	INBOUND	14	1551	1	0	0	0	0	2	1552	2	2
ROUTE NUMBER=60.4 DIRECTION=OUTBOUND													
DBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
448	60.4	OUTBOUND	1	894	9	141.0	0.0	141.0	0.0	0	899	141.0	0.0
449	60.4	OUTBOUND	3	1516	2	3.0	0.0	3.0	141.0	141	1518	144.0	0.0
450	60.4	OUTBOUND	4	1519	4	7.0	1.0	8.0	144.0	144	1519	151.0	1.0
451	60.4	OUTBOUND	5	1520	8	1.5	3.0	4.5	150.0	150	1520	152.5	4.0
452	60.4	OUTBOUND	6	1777	4	1.5	3.5	5.0	148.5	150	1520	154.0	7.5
453	60.4	OUTBOUND	7	1778	7	12.0	23.5	35.5	146.5	150	1520	166.0	31.0
454	60.4	OUTBOUND	8	1521	7	20.5	22.0	42.5	135.0	150	1520	186.5	53.0
455	60.4	OUTBOUND	9	1522	8	13.0	25.0	38.0	133.5	150	1520	199.5	78.0
456	60.4	OUTBOUND	10	1523	8	17.5	7.0	24.5	121.5	150	1520	217.0	85.0
457	60.4	OUTBOUND	11	1524	2	0.0	4.5	4.5	132.0	150	1520	217.0	89.5
458	60.4	OUTBOUND	12	1525	3	0.0	10.0	10.0	127.5	150	1520	217.0	99.5
459	60.4	OUTBOUND	13	1526	8	60.0	14.5	74.5	117.5	150	1520	277.0	114.0
460	60.4	OUTBOUND	14	2010	4	1.0	5.5	6.5	163.0	163	2010	278.0	119.5
461	60.4	OUTBOUND	15	2011	2	1.0	1.0	2.0	158.5	163	2010	279.0	120.5
462	60.4	OUTBOUND	16	2012	5	3.0	6.5	9.5	158.5	163	2010	282.0	127.0
463	60.4	OUTBOUND	17	1533	5	4.0	2.0	6.0	155.0	163	2010	286.0	129.0
464	60.4	OUTBOUND	18	1534	3	0.0	4.5	4.5	157.0	163	2010	286.0	133.5
465	60.4	OUTBOUND	19	1535	8	1.0	11.5	12.5	152.5	163	2010	287.0	145.0
466	60.4	OUTBOUND	20	1536	6	1.0	10.5	11.5	142.0	163	2010	288.0	155.5
467	60.4	OUTBOUND	21	1537	7	1.0	17.5	18.5	132.5	163	2010	289.0	173.0
468	60.4	OUTBOUND	22	1538	3	0.0	4.0	4.0	116.0	163	2010	289.0	177.0
469	60.4	OUTBOUND	24	1540	6	0.5	13.0	13.5	112.0	163	2010	289.5	190.0
470	60.4	OUTBOUND	25	1965	7	2.5	26.5	29.0	99.5	163	2010	292.0	216.5
471	60.4	OUTBOUND	26	1966	8	5.0	8.5	13.5	75.5	163	2010	297.0	225.0
472	60.4	OUTBOUND	27	1966.1	9	7.5	16.0	23.5	72.0	163	2010	304.5	241.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=60.4 DIRECTION=OUTBOUND													
DBS	ROUTENUM	DIRECTIN	STOPSECN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
473	60.4	OUTBOUND	26	19662	8	2	47	49	53.5	163	2010	306.5	288
-----													
ROUTE NUMBER=60.4 DIRECTION=INBOUND													
DBS	ROUTENUM	DIRECTIN	STOPSECN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
474	60.4	INBOUND	1	19821	10	42.5	0.5	43.0	0.0	0.0	19821	42.5	0.5
475	60.4	INBOUND	2	1983	10	70.5	0.5	71.0	42.0	42.0	1983	113.0	1.0
476	60.4	INBOUND	3	1984	9	39.5	1.0	40.5	112.0	112.0	1984	152.5	2.0
477	60.4	INBOUND	4	1541	3	4.0	0.0	4.0	150.5	150.5	1541	156.5	2.0
478	60.4	INBOUND	5	1542	3	3.5	0.0	3.5	154.5	154.5	1542	160.0	2.0
479	60.4	INBOUND	6	1543	8	18.0	3.5	21.5	158.0	158.0	1543	178.0	5.5
480	60.4	INBOUND	7	1544	8	36.0	1.5	37.5	172.5	172.5	1544	214.0	7.0
481	60.4	INBOUND	8	1545	10	18.5	2.0	20.5	207.0	207.0	1545	232.5	9.0
482	60.4	INBOUND	9	1546	7	7.0	6.5	13.5	223.5	223.5	1546	239.5	15.5
483	60.4	INBOUND	10	1547	5	13.0	1.0	14.0	224.0	224.0	1547	252.5	16.5
484	60.4	INBOUND	11	1558	9	4.5	31.0	35.5	236.0	236.0	1588	257.0	47.5
485	60.4	INBOUND	12	2017	3	2.0	1.0	3.0	209.5	236.0	1588	259.0	48.5
486	60.4	INBOUND	13	1555	10	9.0	46.0	55.0	210.5	236.0	1588	268.0	94.5
487	60.4	INBOUND	14	1556	8	16.0	9.0	25.0	173.5	236.0	1588	284.0	103.5
488	60.4	INBOUND	15	1557	6	3.0	4.5	7.5	180.5	236.0	1588	287.0	108.0
489	60.4	INBOUND	16	1558	7	6.5	17.5	24.0	179.0	236.0	1588	293.5	125.5
490	60.4	INBOUND	17	1559	9	12.0	17.0	29.0	168.0	236.0	1588	305.5	142.5
491	60.4	INBOUND	18	15591	10	37.5	11.0	48.5	163.0	236.0	1588	343.0	153.5
492	60.4	INBOUND	19	1560	2	0.0	4.0	4.0	189.5	236.0	1588	343.0	157.5
493	60.4	INBOUND	20	1805	10	23.0	18.5	41.5	185.5	236.0	1588	366.0	176.0
494	60.4	INBOUND	21	1806	6	3.5	5.5	9.0	190.0	236.0	1588	369.5	181.5
495	60.4	INBOUND	22	1561	10	5.0	12.5	17.5	188.0	236.0	1588	374.5	194.0
496	60.4	INBOUND	23	1562	5	1.0	9.0	10.0	180.5	236.0	1588	375.5	203.0
497	60.4	INBOUND	24	1563	4	0.5	5.5	6.0	172.5	236.0	1588	376.0	208.5
498	60.4	INBOUND	25	1564	3	1.0	19.5	20.5	167.5	236.0	1588	377.0	228.0
499	60.4	INBOUND	26	899	10	0.0	172.5	172.5	149.0	236.0	1588	377.0	400.5

----- ROUTE NUMBER=63 DIRECTION=OUTBOUND -----													
DBS	ROUTENUM	DIRECTIN	STOPSECN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
500	63	OUTBOUND	1	5273	29	380	0	380	0	0	5273	380	0
501	63	OUTBOUND	2	1060	7	83	0	83	380	380	1060	463	0
502	63	OUTBOUND	3	1061	8	5	4	9	463	463	1061	468	4
503	63	OUTBOUND	4	1062	8	6	4	10	464	464	1062	474	8
504	63	OUTBOUND	5	1063	11	7	9	16	466	466	1063	481	17
505	63	OUTBOUND	6	1064	18	13	18	31	464	466	1063	494	35
506	63	OUTBOUND	7	1065	34	4	2	6	459	466	1063	498	37
507	63	OUTBOUND	8	1066	7	2	8	10	461	466	1063	500	45
508	63	OUTBOUND	9	1067	2	0	5	5	455	466	1063	500	50
509	63	OUTBOUND	10	1068	10	6	13	19	450	466	1063	506	63
510	63	OUTBOUND	11	1069	22	43	28	71	443	466	1063	549	91
511	63	OUTBOUND	12	1070	34	38	25	63	458	466	1063	587	116
512	63	OUTBOUND	13	1071	4	3	2	5	471	471	1071	590	118

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GBS	ROUTENUM	DIRECTN	STOPSEQ	STOPNUM	STOPCNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
513	63	OUTBOUND	14	1072	19	19	22	41	472	472	1072	609	140
514	63	OUTBOUND	15	1073	10	5	13	18	469	472	1072	614	153
515	63	OUTBOUND	16	1074	28	67	23	90	461	472	1072	681	176
516	63	OUTBOUND	17	1075	15	11	12	23	505	505	1075	692	188
517	63	OUTBOUND	18	1076	10	9	5	14	504	505	1075	701	193
518	63	OUTBOUND	19	1077	10	8	10	18	503	508	1077	709	203
519	63	OUTBOUND	20	1078	34	25	10	35	506	508	1077	734	213
520	63	OUTBOUND	21	1079	17	36	19	55	521	521	1079	770	232
521	63	OUTBOUND	22	1080	34	12	45	57	538	538	1080	782	277
522	63	OUTBOUND	23	1081	24	31	23	54	505	538	1080	813	300
523	63	OUTBOUND	24	1082	11	10	14	24	513	538	1080	823	314
524	63	OUTBOUND	25	1083	22	12	30	42	509	538	1080	835	344
525	63	OUTBOUND	26	1084	34	80	143	223	491	538	1080	915	487
526	63	OUTBOUND	27	1085	18	19	21	40	428	538	1080	934	508
527	63	OUTBOUND	28	1086	18	2	34	36	426	538	1080	936	542
528	63	OUTBOUND	29	1087	20	12	60	72	394	538	1080	948	602
529	63	OUTBOUND	30	1088	20	6	31	37	346	538	1080	954	633
530	63	OUTBOUND	31	1089	17	0	34	34	321	538	1080	954	667
531	63	OUTBOUND	32	1090	34	1	61	62	287	538	1080	955	728
532	63	OUTBOUND	33	1091	12	4	20	24	227	538	1080	959	748
533	63	OUTBOUND	34	1092	23	1	63	64	211	538	1080	960	811
534	63	OUTBOUND	35	9998	34	0	155	155	149	538	1080	960	966

GBS	ROUTENUM	DIRECTN	STOPSEQ	STOPNUM	STOPCNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
535	63	INBOUND	1	9998	32	181	0	181	0	0	9998	181	0
536	63	INBOUND	2	1027	26	111	0	111	161	181	1027	292	0
537	63	INBOUND	3	1028	12	21	6	27	292	292	1028	313	6
538	63	INBOUND	4	1029	34	46	0	46	307	307	1029	359	6
539	63	INBOUND	5	1030	18	34	3	37	353	353	1030	393	9
540	63	INBOUND	6	1031	21	45	6	51	384	384	1031	438	15
541	63	INBOUND	7	1032	22	39	6	45	423	423	1032	477	21
542	63	INBOUND	8	1033	17	30	6	36	456	456	1033	507	27
543	63	INBOUND	9	1034	16	19	9	28	480	480	1034	526	36
544	63	INBOUND	10	1035	34	62	39	101	490	490	1035	588	75
545	63	INBOUND	11	1036	27	116	53	169	513	513	1036	704	128
546	63	INBOUND	12	1037	26	57	39	96	576	576	1037	761	167
547	63	INBOUND	13	1038	10	34	15	49	594	594	1038	795	182
548	63	INBOUND	14	1039	34	80	35	115	613	613	1039	875	217
549	63	INBOUND	15	1040	12	14	7	21	658	658	1040	889	224
550	63	INBOUND	16	1041	15	13	21	34	665	665	1041	902	245
551	63	INBOUND	17	1042	17	21	24	45	657	665	1041	923	269
552	63	INBOUND	18	1043	34	17	31	48	654	665	1041	940	300
553	63	INBOUND	19	1044	10	8	4	12	640	665	1041	948	304
554	63	INBOUND	20	1045	6	2	10	12	644	665	1041	950	314
555	63	INBOUND	21	1046	13	14	7	21	636	665	1041	964	321
556	63	INBOUND	22	1047	27	40	73	113	643	665	1041	1004	394
557	63	INBOUND	23	1048	9	10	8	18	610	665	1041	1014	402
558	63	INBOUND	24	1049	18	29	19	48	612	665	1041	1043	421

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 14

ROUTE NUMBER=63 DIRECTION=INBOUND

QBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKMT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
559	63	INBOUND	25	1583	14	6	13	19	622	665	1041	1049	434
560	63	INBOUND	26	1050	34	28	70	98	615	665	1041	1077	504
561	63	INBOUND	27	1051	16	18	25	43	573	665	1041	1095	529
562	63	INBOUND	28	1052	11	5	13	18	566	665	1041	1100	542
563	63	INBOUND	29	1053	7	10	8	18	558	665	1041	1110	550
564	63	INBOUND	30	1054	6	3	5	8	560	665	1041	1113	555
565	63	INBOUND	31	1055	34	35	19	54	558	665	1041	1148	574
566	63	INBOUND	32	1056	7	7	5	12	574	665	1041	1155	579
567	63	INBOUND	33	1057	7	3	7	10	576	665	1041	1158	586
568	63	INBOUND	34	1058	6	4	7	11	572	665	1041	1162	593
569	63	INBOUND	35	1059	21	0	74	74	569	665	1041	1162	667
570	63	INBOUND	36	5273	34	0	494	494	495	665	1041	1162	1161

ROUTE NUMBER=63.1 DIRECTION=OUTBOUND

QBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKMT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
571	63.1	OUTBOUND	1	5273	5	55	0	55	0	0	5273	55	0
572	63.1	OUTBOUND	2	1060	4	49	0	49	55	55	1060	104	0
573	63.1	OUTBOUND	3	1061	3	3	1	4	104	104	1061	107	1
574	63.1	OUTBOUND	4	1062	3	2	1	3	106	106	1062	109	2
575	63.1	OUTBOUND	6	1064	5	2	6	8	107	107	1064	111	8
576	63.1	OUTBOUND	7	1065	6	0	0	0	103	107	1064	111	8
577	63.1	OUTBOUND	8	1066	1	1	0	1	103	107	1064	112	8
578	63.1	OUTBOUND	10	1068	2	1	1	2	104	107	1064	113	9
579	63.1	OUTBOUND	11	1069	3	0	4	4	104	107	1064	113	13
580	63.1	OUTBOUND	12	1070	6	4	15	19	100	107	1064	117	28
581	63.1	OUTBOUND	13	2554	2	0	3	3	89	107	1064	117	31
582	63.1	OUTBOUND	14	2555	2	1	2	3	86	107	1064	118	33
583	63.1	OUTBOUND	15	2556	2	0	2	2	85	107	1064	118	35
584	63.1	OUTBOUND	16	1191	4	1	5	6	83	107	1064	119	40
585	63.1	OUTBOUND	17	1192	1	0	1	1	79	107	1064	119	41
586	63.1	OUTBOUND	18	1193	2	0	2	2	78	107	1064	119	43
587	63.1	OUTBOUND	19	1194	1	0	1	1	76	107	1064	119	44
588	63.1	OUTBOUND	20	1195	5	2	4	6	75	107	1064	121	48
589	63.1	OUTBOUND	21	1196	1	0	2	2	73	107	1064	121	50
590	63.1	OUTBOUND	23	1198	2	0	5	5	71	107	1064	121	55
591	63.1	OUTBOUND	24	1199	2	0	2	2	66	107	1064	121	57
592	63.1	OUTBOUND	25	1200	5	0	12	12	64	107	1064	121	57
593	63.1	OUTBOUND	26	1201	2	0	3	3	52	107	1064	121	72
594	63.1	OUTBOUND	27	1202	2	0	2	2	49	107	1064	121	74
595	63.1	OUTBOUND	28	1204	1	0	2	2	47	107	1064	121	76
596	63.1	OUTBOUND	30	1205	1	0	1	1	45	107	1064	121	77
597	63.1	OUTBOUND	31	1206	2	0	2	2	44	107	1064	121	79
598	63.1	OUTBOUND	32	1207	1	1	1	2	42	107	1064	122	80
599	63.1	OUTBOUND	33	1208	2	0	2	2	42	107	1064	122	82
600	63.1	OUTBOUND	34	12081	2	0	2	2	40	107	1064	122	84
601	63.1	OUTBOUND	35	1209	1	0	1	1	38	107	1064	122	85
602	63.1	OUTBOUND	37	1211	2	0	3	3	37	107	1064	122	88
603	63.1	OUTBOUND	38	1212	3	0	5	5	34	107	1064	122	93
604	63.1	OUTBOUND	39	1213	2	1	4	5	29	107	1064	123	97

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=63.1 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTN	STOPSEQ	STOPNUM	STOPKRT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
605	63.1	OUTBOUND	40	913	6	0	0	0	26	107	1064	123	97
606	63.1	OUTBOUND	41	914	1	1	0	1	26	107	1064	124	97
607	63.1	OUTBOUND	42	915	1	0	1	1	27	107	1064	124	98
608	63.1	OUTBOUND	43	916	3	1	2	3	26	107	1064	125	100
609	63.1	OUTBOUND	44	917	2	0	2	2	25	107	1064	125	102
610	63.1	OUTBOUND	45	918	3	1	4	5	23	107	1064	126	106
611	63.1	OUTBOUND	46	919	1	0	1	1	20	107	1064	126	107
612	63.1	OUTBOUND	47	1301	6	0	0	0	19	107	1064	126	107
613	63.1	OUTBOUND	49	1086	1	0	1	1	19	107	1064	126	108
614	63.1	OUTBOUND	50	1087	1	0	1	1	18	107	1064	126	109
615	63.1	OUTBOUND	51	1088	1	0	6	6	17	107	1064	126	115
616	63.1	OUTBOUND	53	1090	6	0	1	1	11	107	1064	126	116
617	63.1	OUTBOUND	54	1091	1	0	1	1	10	107	1064	126	117
618	63.1	OUTBOUND	55	1092	2	0	3	3	9	107	1064	126	120
619	63.1	OUTBOUND	56	9999	6	0	6	6	6	107	1064	126	126

ROUTE NUMBER=63.1 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTN	STOPSEQ	STOPNUM	STOPKRT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
620	63.1	INBOUND	1	9998	4	13	0	13	0	0	9998	13	0
621	63.1	INBOUND	2	1027	4	4	0	4	13	13	1027	17	0
622	63.1	INBOUND	3	1028	1	3	0	3	17	17	1028	20	0
623	63.1	INBOUND	4	1029	6	1	0	1	20	20	1029	21	0
624	63.1	INBOUND	6	1031	1	1	0	1	21	21	1031	22	0
625	63.1	INBOUND	7	1032	1	1	1	2	22	22	1032	23	1
626	63.1	INBOUND	8	1033	1	2	0	2	22	22	1033	25	1
627	63.1	INBOUND	9	1034	1	1	0	1	24	24	1034	26	1
628	63.1	INBOUND	10	1035	6	3	5	8	25	25	1035	29	6
629	63.1	INBOUND	11	1036	1	0	1	1	23	25	1035	29	7
630	63.1	INBOUND	12	1037	3	2	2	4	22	25	1035	31	9
631	63.1	INBOUND	14	1039	2	1	1	2	22	25	1035	32	10
632	63.1	INBOUND	15	1106	6	5	1	6	22	25	1035	37	11
633	63.1	INBOUND	16	1107	1	0	1	1	26	26	1107	37	12
634	63.1	INBOUND	18	1109	1	4	0	4	25	26	1107	41	12
635	63.1	INBOUND	19	1110	6	1	0	1	29	29	1110	42	12
636	63.1	INBOUND	20	1111	1	1	0	1	30	30	1111	43	12
637	63.1	INBOUND	21	1112	4	5	0	5	31	31	1112	48	12
638	63.1	INBOUND	22	1113	1	0	1	1	36	36	1113	48	13
639	63.1	INBOUND	23	1114	2	3	6	9	35	36	1113	51	19
640	63.1	INBOUND	26	1055	6	1	1	2	32	36	1113	52	20
641	63.1	INBOUND	27	1056	1	1	0	1	32	36	1113	53	20
642	63.1	INBOUND	28	1057	2	1	1	2	33	36	1113	54	21
643	63.1	INBOUND	30	1059	3	0	8	8	33	36	1113	54	29
644	63.1	INBOUND	31	5273	6	0	25	25	25	36	1113	54	54

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

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ROUTE NUMBER=64.5 DIRECTION=OUTBOUND

DES	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
645	64.5	OUTBOUND	1	2445	33	523	0	523	0	0	2445	523	0
646	64.5	OUTBOUND	2	1060	22	72	0	72	523	523	1060	595	0
647	64.5	OUTBOUND	3	1061	12	9	9	18	595	595	1061	604	9
648	64.5	OUTBOUND	4	1062	14	8	10	18	595	595	1062	612	19
649	64.5	OUTBOUND	5	1063	12	2	15	17	595	595	1062	614	34
650	64.5	OUTBOUND	6	1064	19	13	14	27	580	595	1062	627	48
651	64.5	OUTBOUND	7	1065	33	0	6	6	579	595	1062	627	54
652	64.5	OUTBOUND	8	1169	6	1	8	9	573	595	1062	628	62
653	64.5	OUTBOUND	9	1190	21	8	22	30	566	595	1062	636	84
654	64.5	OUTBOUND	10	1191	22	11	44	55	552	595	1062	647	128
655	64.5	OUTBOUND	11	1192	17	2	31	33	519	595	1062	649	159
656	64.5	OUTBOUND	12	1193	22	7	39	46	490	595	1062	656	198
657	64.5	OUTBOUND	13	1194	9	4	15	19	458	595	1062	660	213
658	64.5	OUTBOUND	14	1195	33	43	57	100	447	595	1062	703	270
659	64.5	OUTBOUND	15	1196	23	22	44	66	433	595	1062	725	314
660	64.5	OUTBOUND	16	1197	9	1	13	14	411	595	1062	726	327
661	64.5	OUTBOUND	17	1198	12	1	18	19	399	595	1062	727	345
662	64.5	OUTBOUND	18	1199	20	3	54	57	382	595	1062	730	399
663	64.5	OUTBOUND	19	1200	33	7	49	56	331	595	1062	737	448
664	64.5	OUTBOUND	20	1201	23	6	54	60	289	595	1062	743	502
665	64.5	OUTBOUND	21	1202	24	13	42	55	241	595	1062	756	544
666	64.5	OUTBOUND	22	1203	5	1	13	14	212	595	1062	757	557
667	64.5	OUTBOUND	23	1204	4	0	4	4	200	595	1062	757	561
668	64.5	OUTBOUND	24	1205	17	2	26	28	196	595	1062	759	587
669	64.5	OUTBOUND	25	1206	15	0	23	23	172	595	1062	759	610
670	64.5	OUTBOUND	26	1207	9	3	7	10	149	595	1062	762	617
671	64.5	OUTBOUND	27	1208	6	1	8	9	145	595	1062	763	625
672	64.5	OUTBOUND	28	1209	13	2	17	19	138	595	1062	765	642
673	64.5	OUTBOUND	29	1210	13	1	16	17	123	595	1062	766	658
674	64.5	OUTBOUND	30	1211	6	1	12	13	108	595	1062	767	670
675	64.5	OUTBOUND	31	1212	14	0	21	21	97	595	1062	767	691
676	64.5	OUTBOUND	32	1213	10	0	25	25	76	595	1062	767	716
677	64.5	OUTBOUND	33	1213	33	1	46	47	51	595	1062	768	762

ROUTE NUMBER=64.5 DIRECTION=INBOUND

DES	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
678	64.5	INBOUND	1	1214	23	56	0	56	0	0	1214	56	0
679	64.5	INBOUND	2	1093	11	25	0	25	56	56	1093	81	0
680	64.5	INBOUND	3	1094	16	25	1	26	81	81	1094	106	1
681	64.5	INBOUND	4	1095	13	21	1	22	105	105	1095	127	2
682	64.5	INBOUND	5	1096	18	29	1	30	125	125	1096	156	3
683	64.5	INBOUND	6	1097	18	22	4	26	153	153	1097	178	7
684	64.5	INBOUND	7	1098	5	5	1	6	171	171	1098	183	8
685	64.5	INBOUND	8	1099	12	14	6	20	175	175	1099	197	14
686	64.5	INBOUND	9	1100	15	25	3	28	183	183	1100	222	17
687	64.5	INBOUND	10	1101	11	17	0	17	205	205	1101	239	17
688	64.5	INBOUND	11	1102	13	26	3	29	222	222	1102	265	20
689	64.5	INBOUND	12	1103	8	28	1	29	245	245	1103	293	21
690	64.5	INBOUND	13	1104	22	38	1	39	272	272	1104	331	22

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=64.5 DIRECTION=INBOUND													
OBS	ROUTENUM	DIRECTION	STOPSECT	STOPNUM	STOPKMT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
691	64.5	INBOUND	14	1105	33	21	5	27	309	309	1105	352	28
692	64.5	INBOUND	15	1106	19	44	0	44	324	324	1106	396	28
693	64.5	INBOUND	16	1107	15	28	3	31	368	368	1107	424	31
694	64.5	INBOUND	17	1108	8	12	3	15	393	393	1108	436	34
695	64.5	INBOUND	18	1109	12	18	1	19	402	402	1109	454	35
696	64.5	INBOUND	19	1110	24	26	80	106	419	419	1110	480	115
697	64.5	INBOUND	20	1111	33	66	24	90	365	419	1110	546	139
698	64.5	INBOUND	21	1112	19	27	4	31	407	419	1110	573	143
699	64.5	INBOUND	22	1113	18	33	3	36	430	430	1113	606	146
700	64.5	INBOUND	23	1114	19	24	13	37	460	460	1114	630	159
701	64.5	INBOUND	24	1115	17	23	8	31	471	471	1115	653	167
702	64.5	INBOUND	25	1116	3	3	2	5	486	486	1116	656	169
703	64.5	INBOUND	26	1055	32	14	12	26	487	487	1055	670	181
704	64.5	INBOUND	27	1117	8	6	6	12	489	489	1117	676	187
705	64.5	INBOUND	28	1118	13	18	6	24	489	489	1118	694	193
706	64.5	INBOUND	29	1119	7	2	6	8	501	501	1119	696	199
707	64.5	INBOUND	30	1120	3	1	2	3	497	501	1119	697	201
708	64.5	INBOUND	31	1121	4	0	4	4	496	501	1119	697	205
709	64.5	INBOUND	32	1122	3	0	4	4	492	501	1119	697	209
710	64.5	INBOUND	33	1123	6	0	54	54	488	501	1119	697	263
711	64.5	INBOUND	34	5273	32	0	439	439	434	501	1119	697	702

ROUTE NUMBER=55 DIRECTION=OUTBOUND													
OBS	ROUTENUM	DIRECTION	STOPSECT	STOPNUM	STOPKMT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
712	65	OUTBOUND	1	899	27	303	0	303	0	0	899	303	0
713	65	OUTBOUND	2	8993	6	6	2	8	303	303	8993	309	2
714	65	OUTBOUND	3	1518	8	16	7	23	307	307	1518	325	9
715	65	OUTBOUND	4	1519	14	28	8	36	316	316	1519	353	17
716	65	OUTBOUND	5	1520	18	28	17	45	336	336	1520	381	34
717	65	OUTBOUND	6	1777	10	8	17	25	347	347	1777	389	51
718	65	OUTBOUND	7	1778	25	91	54	145	338	347	1777	480	105
719	65	OUTBOUND	8	1521	28	78	79	157	375	375	1521	558	184
720	65	OUTBOUND	9	1522	26	79	42	121	374	375	1521	637	226
721	65	OUTBOUND	10	1523	22	42	30	72	411	411	1523	679	256
722	65	OUTBOUND	11	1524	9	4	10	14	423	423	1524	683	266
723	65	OUTBOUND	12	1284	18	19	49	68	417	423	1524	702	315
724	65	OUTBOUND	13	1285	28	44	42	86	387	423	1524	746	357
725	65	OUTBOUND	14	1286	20	40	18	58	389	423	1524	786	375
726	65	OUTBOUND	15	1287	13	13	11	24	411	423	1524	799	386
727	65	OUTBOUND	16	1288	17	14	11	25	413	423	1524	813	397
728	65	OUTBOUND	17	1289	14	9	12	21	416	423	1524	822	409
729	65	OUTBOUND	18	1290	6	6	19	25	413	423	1524	828	428
730	65	OUTBOUND	19	1291	6	4	3	7	400	423	1524	832	431
731	65	OUTBOUND	20	1292	28	15	44	59	401	423	1524	847	475
732	65	OUTBOUND	21	1293	9	1	13	14	372	423	1524	848	488
733	65	OUTBOUND	22	1294	20	12	72	84	360	423	1524	860	560
734	65	OUTBOUND	23	1295	28	15	62	77	300	423	1524	875	622
735	65	OUTBOUND	24	1296	13	2	18	20	253	423	1524	877	640
736	65	OUTBOUND	25	1298	13	2	26	28	237	423	1524	879	666

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 18

ROUTE NUMBER=65 DIRECTION=OUTBOUND

ODS	ROUTE	DIRECTN	STOPS	STOPNO	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
747	65	OUTBOUND	26	1299	4	0	6	6	213	423	1524	879	672
748	65	OUTBOUND	27	1300	20	0	53	53	207	423	1524	879	725
749	65	OUTBOUND	28	1301	21	0	100	100	154	423	1524	879	825
749	65	OUTBOUND	29	13011	26	0	56	56	54	423	1524	879	881

ROUTE NUMBER=65 DIRECTION=INBOUND

ODS	ROUTE	DIRECTN	STOPS	STOPNO	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
741	65	INBOUND	1	13011	22	83	0	83	0	0	13011	83	0
742	65	INBOUND	2	1034	9	15	0	15	83	83	1034	98	0
743	65	INBOUND	3	915	21	103	0	103	98	98	919	201	0
744	65	INBOUND	4	1268	19	40	0	40	201	201	1268	241	0
745	65	INBOUND	5	1269	5	7	0	7	241	241	1269	248	0
746	65	INBOUND	6	1270	7	12	2	14	248	248	1270	260	2
747	65	INBOUND	7	1272	13	25	6	31	258	258	1272	285	8
748	65	INBOUND	8	1273	27	64	15	79	277	277	1273	349	23
749	65	INBOUND	9	1274	25	83	17	100	326	326	1274	432	40
750	65	INBOUND	10	1275	5	13	4	17	392	392	1275	445	44
751	65	INBOUND	11	1276	27	19	28	47	401	401	1276	464	72
752	65	INBOUND	12	1277	14	35	2	37	392	401	1276	499	74
753	65	INBOUND	13	1278	9	14	3	17	425	425	1278	513	77
754	65	INBOUND	14	1279	10	8	5	13	436	436	1279	521	82
755	65	INBOUND	15	1280	10	7	8	15	439	439	1280	528	90
756	65	INBOUND	16	1281	15	6	19	27	438	439	1280	536	109
757	65	INBOUND	17	1282	15	6	18	24	427	439	1280	542	127
758	65	INBOUND	18	1283	17	4	34	38	415	439	1280	546	161
759	65	INBOUND	19	1555	27	14	23	37	385	439	1280	560	184
760	65	INBOUND	20	1556	16	25	17	42	376	439	1280	585	201
761	65	INBOUND	21	1557	13	25	14	39	384	439	1280	610	215
762	65	INBOUND	22	1558	22	25	68	93	395	439	1280	635	283
763	65	INBOUND	24	1559	23	118	94	212	352	439	1280	753	377
764	65	INBOUND	24	15591	8	11	35	46	376	439	1280	764	412
765	65	INBOUND	25	1604	27	21	11	32	352	439	1280	785	423
766	65	INBOUND	26	1805	23	83	49	132	362	439	1280	868	472
767	65	INBOUND	27	1906	17	8	21	29	396	439	1280	876	493
768	65	INBOUND	28	1561	18	6	26	32	383	439	1280	882	519
769	65	INBOUND	29	1562	12	1	19	20	363	439	1280	883	538
770	65	INBOUND	30	1563	13	5	28	33	345	439	1280	888	566
771	65	INBOUND	31	1564	10	0	21	21	322	439	1280	888	587
772	65	INBOUND	32	699	27	0	301	301	301	439	1280	888	888

ROUTE NUMBER=66 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
1	66	OUTBOUND	1	64	73	1458.5	0.0	1958.5	0.0	0.0	64	1958.5	0.0
2	66	OUTBOUND	2	641	22	15.5	25.0	40.5	1958.5	1958.5	641	1974.0	25.0
3	66	OUTBOUND	3	642	26	23.0	62.0	85.0	1949.0	1958.5	641	1997.0	87.0
4	66	OUTBOUND	4	1358	50	85.5	47.0	132.5	1910.0	1958.5	641	2082.5	134.0
5	66	OUTBOUND	5	13581	32	47.0	46.0	93.0	1948.5	1958.5	641	2129.5	180.0
6	66	OUTBOUND	6	1359	30	20.0	38.0	58.0	1949.5	1958.5	641	2149.5	218.0
7	66	OUTBOUND	7	1360	54	61.0	113.5	174.5	1931.5	1958.5	641	2210.5	331.5
8	66	OUTBOUND	8	1361	33	26.0	44.5	70.5	1879.0	1958.5	641	2236.5	376.0
9	66	OUTBOUND	9	1362	74	268.5	433.5	702.0	1860.5	1958.5	641	2505.0	809.5
10	66	OUTBOUND	10	1363	48	55.5	48.0	103.5	1695.5	1958.5	641	2560.5	857.5
11	66	OUTBOUND	11	1364	42	44.0	54.0	98.0	1703.0	1958.5	641	2604.5	911.5
12	66	OUTBOUND	12	1365	40	77.5	53.5	131.0	1693.0	1958.5	641	2682.0	965.0
13	66	OUTBOUND	13	1366	59	173.0	70.0	243.0	1717.0	1958.5	641	2855.0	1035.0
14	66	OUTBOUND	14	1285	74	131.5	286.5	418.0	1820.0	1958.5	641	2986.5	1321.5
15	66	OUTBOUND	15	1367	52	128.0	38.0	166.0	1665.0	1958.5	641	3114.5	1359.5
16	66	OUTBOUND	16	1368	37	44.5	45.5	90.0	1755.0	1958.5	641	3159.0	1405.0
17	66	OUTBOUND	17	1369	37	50.0	32.5	82.5	1754.0	1958.5	641	3209.0	1437.5
18	66	OUTBOUND	18	1370	52	31.0	83.5	114.5	1771.5	1958.5	641	3240.0	1521.0
19	66	OUTBOUND	19	1371	44	49.5	55.5	105.0	1719.0	1958.5	641	3289.5	1576.5
20	66	OUTBOUND	20	1372	74	135.0	325.5	460.5	1713.0	1958.5	641	3424.5	1902.0
21	66	OUTBOUND	21	1373	63	120.5	111.0	231.5	1522.5	1958.5	641	3545.0	2013.0
22	66	OUTBOUND	22	1374	39	24.0	49.5	73.5	1532.0	1958.5	641	3569.0	2062.5
23	66	OUTBOUND	23	1375	44	33.5	80.0	113.5	1506.5	1958.5	641	3602.5	2142.5
24	66	OUTBOUND	24	1376	25	4.0	46.5	50.5	1460.0	1958.5	641	3606.5	2189.0
25	66	OUTBOUND	25	1377	51	4.0	157.5	161.5	1417.5	1958.5	641	3610.5	2346.5
26	66	OUTBOUND	26	1378	68	15.0	507.0	522.0	1264.0	1958.5	641	3625.5	2853.5
27	66	OUTBOUND	27	1379	65	0.0	238.5	238.5	772.0	1958.5	641	3625.5	3092.0
28	66	OUTBOUND	28	964	46	1.0	90.5	91.5	533.5	1958.5	641	3626.5	3182.5
29	66	OUTBOUND	29	965	73	0.0	436.0	436.0	444.0	1958.5	641	3626.5	3618.5
30	66	OUTBOUND	30	.	1	0.0	1.0	1.0	8.0	1958.5	641	3626.5	3619.5

ROUTE NUMBER=66 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
31	66	INBOUND	1	926	73	508.0	1.0	509.0	0.0	0.0	926	508.0	1.0
32	66	INBOUND	2	927	53	141.0	0.0	141.0	507.0	507.0	927	649.0	1.0
33	66	INBOUND	3	928	59	244.5	8.0	252.5	648.0	648.0	928	893.5	9.0
34	66	INBOUND	4	1302	67	566.5	20.0	586.5	884.5	884.5	1302	1460.0	29.0
35	66	INBOUND	5	1303	60	207.0	18.5	225.5	1431.0	1431.0	1303	1667.0	47.5
36	66	INBOUND	6	1304	29	32.5	19.0	51.5	1619.5	1619.5	1304	1699.5	66.5
37	66	INBOUND	7	1305	49	77.0	39.5	116.5	1633.0	1633.0	1305	1776.5	106.0
38	66	INBOUND	8	1306	42	61.5	39.0	100.5	1670.5	1670.5	1306	1838.0	145.0
39	66	INBOUND	9	1307	41	48.5	58.0	106.5	1693.0	1693.0	1307	1886.5	203.0
40	66	INBOUND	10	1308	74	399.0	232.0	631.0	1683.5	1683.5	1307	2285.5	435.0
41	66	INBOUND	11	1309	43	47.5	37.5	85.0	1850.5	1850.5	1309	2333.0	472.5
42	66	INBOUND	12	1310	52	113.5	49.0	162.5	1860.5	1860.5	1310	2446.5	521.5
43	66	INBOUND	13	1311	41	34.5	88.5	123.0	1925.0	1925.0	1311	2481.0	610.0
44	66	INBOUND	14	1312	38	43.0	57.0	100.0	1871.0	1925.0	1311	2524.0	667.0
45	66	INBOUND	15	1313	57	63.5	134.5	198.0	1857.0	1925.0	1311	2587.5	801.5
46	66	INBOUND	16	1555	74	153.5	127.5	286.0	1786.0	1925.0	1311	2746.0	929.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988

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ROUTE NUMBER=66 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOIONS3	TOTOFFS3
47	66	INBOUND	17	1314	61	51.5	231.0	282.5	1817.0	1925	1311	2797.5	1160.0
48	66	INBOUND	18	1315	56	77.0	128.0	205.0	1637.5	1925	1311	2874.5	1288.0
49	66	INBOUND	19	1316	49	58.0	50.0	108.0	1586.5	1925	1311	2932.5	1338.0
50	66	INBOUND	20	1317	58	53.5	229.5	283.0	1594.5	1925	1311	2986.0	1567.5
51	66	INBOUND	21	1318	74	430.0	156.0	586.0	1416.5	1925	1311	3416.0	1723.5
52	66	INBOUND	22	1320	40	22.5	59.0	81.5	1692.5	1925	1311	3438.5	1782.5
53	66	INBOUND	23	1321	52	91.5	74.0	165.5	1656.0	1925	1311	3530.0	1856.5
54	66	INBOUND	24	1322	34	38.5	40.0	78.5	1673.5	1925	1311	3568.5	1896.5
55	66	INBOUND	25	1322	44	81.5	43.0	124.5	1672.0	1925	1311	3650.0	1939.5
56	66	INBOUND	26	1323	50	37.0	115.5	152.5	1710.5	1925	1311	3687.0	2055.0
57	66	INBOUND	27	1324	30	15.0	47.5	62.5	1632.0	1925	1311	3702.0	2102.5
58	66	INBOUND	28	1145	23	12.5	47.5	60.0	1599.5	1925	1311	3714.5	2150.0
59	66	INBOUND	29	11451	18	14.5	41.5	56.0	1564.5	1925	1311	3729.0	2191.5
60	66	INBOUND	30	1146	19	0.0	214.0	214.0	1537.5	1925	1311	3729.0	2405.5
61	66	INBOUND	31	1147	51	1.0	529.5	530.5	1323.5	1925	1311	3730.0	2935.0
62	66	INBOUND	32	64	74	0.0	812.0	812.0	795.0	1925	1311	3730.0	3747.0

ROUTE NUMBER=69 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
63	69	OUTBOUND	1	14151	53	469.0	0.0	469.0	0.0	0.0	14151	469.0	0.0
64	69	OUTBOUND	2	1416	37	124.5	3.0	127.5	469.0	469.0	1416	593.5	3.0
65	69	OUTBOUND	3	1417	28	71.0	1.0	72.0	590.5	590.5	1417	664.5	4.0
66	69	OUTBOUND	4	1418	31	91.0	9.0	100.0	660.5	660.5	1418	755.5	13.0
67	69	OUTBOUND	5	1419	29	70.0	14.0	84.0	742.5	742.5	1419	825.5	27.0
68	69	OUTBOUND	6	1420	41	111.5	49.5	161.0	798.5	798.5	1420	937.0	76.5
69	69	OUTBOUND	7	1421	44	113.0	54.5	167.5	860.5	860.5	1421	1050.0	131.0
70	69	OUTBOUND	8	1422	54	108.0	88.0	196.0	919.0	919.0	1422	1158.0	219.0
71	69	OUTBOUND	9	1423	29	32.0	54.0	86.0	939.0	939.0	1423	1190.0	273.0
72	69	OUTBOUND	10	1424	31	40.0	57.0	97.0	917.0	939.0	1423	1230.0	330.0
73	69	OUTBOUND	11	1425	54	107.0	179.5	286.5	900.0	939.0	1423	1337.0	509.5
74	69	OUTBOUND	12	1426	22	15.0	33.0	48.0	827.5	939.0	1423	1352.0	542.5
75	69	OUTBOUND	13	1427	35	32.0	62.0	94.0	809.5	939.0	1423	1384.0	604.5
76	69	OUTBOUND	14	1428	35	31.0	60.0	91.0	779.5	939.0	1423	1415.0	664.5
77	69	OUTBOUND	15	1429	33	22.0	187.0	209.0	750.5	939.0	1423	1437.0	851.5
78	69	OUTBOUND	16	1430	20	6.0	26.0	32.0	585.5	939.0	1423	1443.0	877.5
79	69	OUTBOUND	17	2166	12	1.0	13.0	14.0	565.5	939.0	1423	1444.0	890.5
80	69	OUTBOUND	18	21661	4	0.0	7.0	7.0	553.5	939.0	1423	1444.0	897.5
81	69	OUTBOUND	19	2167	26	0.0	69.0	69.0	546.5	939.0	1423	1444.0	966.5
82	69	OUTBOUND	20	110	54	0.0	354.0	354.0	477.5	939.0	1423	1444.0	1320.5
83	69	OUTBOUND	21	.	7	0.0	52.0	52.0	123.5	939.0	1423	1444.0	1372.5

ROUTE NUMBER=69 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
84	69	INBOUND	1	110	21	171.667	1.000	172.667	0.000	0.000	110	171.67	1.00
85	69	INBOUND	2	2168	46	452.333	64.500	556.833	170.667	170.667	2168	664.00	65.50
86	69	INBOUND	3	1400	25	53.333	4.500	57.833	598.500	598.500	1400	717.33	70.00
87	69	INBOUND	4	1401	29	155.000	14.000	169.000	647.333	647.333	1401	872.33	84.00
88	69	INBOUND	5	1402	35	72.167	51.500	123.667	788.333	788.333	1402	944.50	135.50
89	69	INBOUND	6	1403	40	53.333	52.833	106.167	809.000	809.000	1403	997.83	188.33
90	69	INBOUND	7	14031	28	17.000	35.833	52.833	809.500	809.500	14031	1014.83	224.17
91	69	INBOUND	8	1404	53	222.500	122.667	345.167	790.667	809.500	14031	1237.33	346.83
92	69	INBOUND	9	1405	38	47.500	34.833	82.333	890.500	890.500	1405	1284.83	381.67
93	69	INBOUND	10	1406	33	30.833	41.667	72.500	903.167	903.167	1406	1315.67	423.33
94	69	INBOUND	11	1407	9	19.000	20.000	39.000	892.333	903.167	1406	1334.67	443.33
95	69	INBOUND	12	1408	53	92.500	118.833	211.333	891.333	903.167	1406	1427.17	562.17
96	69	INBOUND	13	1409	45	50.000	86.833	136.833	865.000	903.167	1406	1477.17	649.00
97	69	INBOUND	14	1410	41	30.000	64.667	94.667	828.167	903.167	1406	1507.17	713.67
98	69	INBOUND	15	1411	42	20.500	142.333	162.833	793.500	903.167	1406	1527.67	856.00
99	69	INBOUND	16	1412	34	1.000	86.167	87.167	671.667	903.167	1406	1528.67	942.17
100	69	INBOUND	17	1413	36	1.000	77.500	78.500	586.500	903.167	1406	1529.67	1019.67
101	69	INBOUND	18	1414	35	0.000	94.333	94.333	510.000	903.167	1406	1529.67	1114.00
102	69	INBOUND	19	1415	53	0.000	477.167	477.167	415.667	903.167	1406	1529.67	1591.17
103	69	INBOUND	20	.	1	0.000	1.000	1.000	-61.500	903.167	1406	1529.67	1592.17

ROUTE NUMBER=70 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
104	70	OUTBOUND	1	52731	40	1392.5	0.0	1392.5	0.0	0.0	52731	1392.5	0.0
105	70	OUTBOUND	2	1060	35	159.5	1.0	160.5	1392.5	1392.5	1060	1552.0	1.0
106	70	OUTBOUND	3	1061	13	9.0	4.5	13.5	1551.0	1551.0	1061	1561.0	5.5
107	70	OUTBOUND	4	1062	22	23.0	19.0	42.0	1555.5	1555.5	1062	1584.0	24.5
108	70	OUTBOUND	5	1063	20	10.5	22.5	33.0	1559.5	1559.5	1063	1594.5	47.0
109	70	OUTBOUND	6	1064	22	15.0	29.0	44.0	1547.5	1559.5	1063	1609.5	76.0
110	70	OUTBOUND	7	1065	40	5.0	3.5	8.5	1533.5	1559.5	1063	1614.5	79.5
111	70	OUTBOUND	8	1066	13	2.0	12.0	14.0	1535.0	1559.5	1063	1616.5	91.5
112	70	OUTBOUND	9	1067	7	0.0	8.5	8.5	1525.0	1559.5	1063	1616.5	100.0
113	70	OUTBOUND	10	1068	12	2.5	16.0	18.5	1516.5	1559.5	1063	1619.0	116.0
114	70	OUTBOUND	11	1069	30	28.5	58.5	87.0	1503.0	1559.5	1063	1647.5	174.5
115	70	OUTBOUND	12	1070	40	19.5	69.5	89.0	1473.0	1559.5	1063	1667.0	244.0
116	70	OUTBOUND	13	1071	9	5.5	11.5	17.0	1423.0	1559.5	1063	1672.5	255.5
117	70	OUTBOUND	14	1072	24	10.0	37.0	47.0	1417.0	1559.5	1063	1682.5	292.5
118	70	OUTBOUND	15	1073	17	11.0	21.5	32.5	1390.0	1559.5	1063	1693.5	314.0
119	70	OUTBOUND	16	1074	26	25.0	54.0	79.0	1379.5	1559.5	1063	1718.5	368.0
120	70	OUTBOUND	17	1075	16	3.0	18.0	21.0	1350.5	1559.5	1063	1721.5	386.0
121	70	OUTBOUND	18	1076	9	2.0	9.0	11.0	1335.5	1559.5	1063	1723.5	395.0
122	70	OUTBOUND	19	1077	11	2.0	16.5	18.5	1328.5	1559.5	1063	1725.5	411.5
123	70	OUTBOUND	20	1078	39	23.0	43.5	66.5	1314.0	1559.5	1063	1748.5	455.0
124	70	OUTBOUND	21	1443	31	30.5	95.0	125.5	1293.5	1559.5	1063	1779.0	550.0
125	70	OUTBOUND	22	1444	22	52.5	129.0	181.5	1229.0	1559.5	1063	1831.5	679.0
126	70	OUTBOUND	23	1445	31	114.5	153.0	267.5	1152.5	1559.5	1063	1946.0	832.0
127	70	OUTBOUND	24	1447	30	40.5	85.5	126.0	1114.0	1559.5	1063	1986.5	917.5
128	70	OUTBOUND	25	1448	24	9.0	43.0	52.0	1069.0	1559.5	1063	1995.5	960.5
129	70	OUTBOUND	26	1449	24	8.5	50.5	59.0	1035.0	1559.5	1063	2004.0	1011.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE & DIRECTION

11:17 THURSDAY, APRIL 28, 1988

ROUTE NUMBER=70 DIRECTION=OUTBOUND

DES	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKIT	TUONS2	TOTOFFS2	STOPUSE	LOADING2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
130	70	OUTBOUND	27	1450	23	8.0	19.5	27.5	993.0	1559.5	1063	2012.0	1030.5
131	70	OUTBOUND	28	1451	14	6.0	14.5	20.5	981.5	1559.5	1063	2018.0	1045.0
132	70	OUTBOUND	29	1452	17	6.0	16.5	22.5	973.0	1559.5	1063	2024.0	1061.5
133	70	OUTBOUND	30	1453	21	3.0	31.5	34.5	962.5	1559.5	1063	2027.0	1093.0
134	70	OUTBOUND	31	8815	40	409.5	143.0	552.5	934.0	1559.5	1063	2436.5	1236.0
135	70	OUTBOUND	32	8816	23	33.5	34.5	68.0	1200.5	1559.5	1063	2470.0	1270.5
136	70	OUTBOUND	33	8817	20	28.0	14.0	42.0	1199.5	1559.5	1063	2498.0	1284.5
137	70	OUTBOUND	34	8817	13	3.5	19.0	22.5	1213.5	1559.5	1063	2501.5	1303.5
138	70	OUTBOUND	35	8818	21	16.0	24.5	40.5	1198.0	1559.5	1063	2517.5	1328.0
139	70	OUTBOUND	36	8819	34	20.5	65.5	86.0	1189.5	1559.5	1063	2538.0	1393.5
140	70	OUTBOUND	37	8820	25	6.0	36.5	42.5	1144.5	1559.5	1063	2544.0	1430.0
141	70	OUTBOUND	38	8339	21	9.0	49.5	58.5	1114.0	1559.5	1063	2553.0	1479.5
142	70	OUTBOUND	39	8821	24	6.0	37.0	43.0	1073.5	1559.5	1063	2559.0	1516.5
143	70	OUTBOUND	40	8822	24	8.0	46.5	54.5	1042.5	1559.5	1063	2567.0	1563.0
144	70	OUTBOUND	41	8823	21	3.0	25.5	28.5	1004.0	1559.5	1063	2570.0	1588.5
145	70	OUTBOUND	42	8824	10	1.0	14.5	15.5	981.5	1559.5	1063	2571.0	1603.0
146	70	OUTBOUND	43	8825	32	8.5	69.5	78.0	968.0	1559.5	1063	2579.5	1672.5
147	70	OUTBOUND	44	8826	15	7.5	13.5	21.0	907.0	1559.5	1063	2587.0	1686.5
148	70	OUTBOUND	45	9521	16	9.0	13.5	19.5	901.0	1559.5	1063	2593.0	1699.5
149	70	OUTBOUND	46	8827	12	8.0	6.5	14.5	893.5	1559.5	1063	2601.0	1706.0
150	70	OUTBOUND	47	8828	10	1.0	13.0	12.0	895.0	1559.5	1063	2602.0	1719.0
151	70	OUTBOUND	48	8829	11	4.0	8.0	7.5	883.0	1559.5	1063	2606.0	1727.0
152	70	OUTBOUND	49	8830	6	3.0	4.5	7.5	879.0	1559.5	1063	2609.0	1731.5
153	70	OUTBOUND	50	8831	39	4.5	23.5	28.0	877.5	1559.5	1063	2613.5	1755.0
154	70	OUTBOUND	51	8832	9	1.0	8.0	9.0	858.5	1559.5	1063	2614.5	1763.0
155	70	OUTBOUND	52	8833	17	5.0	45.5	50.5	851.5	1559.5	1063	2619.5	1808.5
156	70	OUTBOUND	53	8833	18	2.0	38.5	40.5	811.0	1559.5	1063	2621.5	1847.0
157	70	OUTBOUND	54	8833	24	1.0	40.5	41.5	774.5	1559.5	1063	2622.5	1887.5
158	70	OUTBOUND	55	8833	40	32.0	350.5	382.5	735.0	1559.5	1063	2654.5	2238.0
159	70	OUTBOUND	56	8834	16	4.5	30.0	34.5	416.5	1559.5	1063	2659.0	2268.0
160	70	OUTBOUND	57	8835	26	6.0	42.5	48.5	391.0	1559.5	1063	2665.0	2310.5
161	70	OUTBOUND	58	8836	24	4.0	58.0	62.0	354.5	1559.5	1063	2669.0	2368.5
162	70	OUTBOUND	59	8837	27	3.5	48.5	52.0	300.5	1559.5	1063	2672.5	2417.0
163	70	OUTBOUND	60	8838	10	2.0	9.0	11.0	255.5	1559.5	1063	2674.5	2426.0
164	70	OUTBOUND	61	8841	15	0.0	25.5	25.5	248.5	1559.5	1063	2674.5	2451.5
165	70	OUTBOUND	62	8842	39	3.0	35.5	38.5	223.0	1559.5	1063	2677.5	2487.0
166	70	OUTBOUND	63	8843	14	1.0	22.5	23.5	190.5	1559.5	1063	2678.5	2509.5
167	70	OUTBOUND	64	8844	6	0.0	6.5	6.5	169.0	1559.5	1063	2678.5	2516.0
168	70	OUTBOUND	65	8845	2	0.0	2.0	2.0	162.5	1559.5	1063	2678.5	2518.0
169	70	OUTBOUND	66	8846	3	0.0	2.0	2.0	160.5	1559.5	1063	2678.5	2520.0
170	70	OUTBOUND	67	8847	23	0.0	56.0	56.0	158.5	1559.5	1063	2678.5	2576.0
171	70	OUTBOUND	68	8848	16	0.0	31.0	31.0	102.5	1559.5	1063	2678.5	2607.0
172	70	OUTBOUND	69	8849	6	0.0	5.5	5.5	71.5	1559.5	1063	2678.5	2612.5
173	70	OUTBOUND	70	8850	10	0.0	15.5	15.5	66.0	1559.5	1063	2678.5	2628.0
174	70	OUTBOUND	71	9522	38	0.0	47.5	47.5	50.5	1559.5	1063	2678.5	2675.5

ROUTE NUMBER=70 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
175	70	INBOUND	1	86928	26	39.0	0.0	39.0	0.0	0.0	86928	39.0	0.0
176	70	INBOUND	2	86929	3	3.0	0.0	3.0	39.0	39.0	86929	42.0	0.0
177	70	INBOUND	3	86930	17	25.0	0.0	25.0	42.0	42.0	86930	67.0	0.0
178	70	INBOUND	4	86931	14	23.0	0.0	23.0	67.0	67.0	86931	90.0	0.0
179	70	INBOUND	5	86932	7	6.0	0.0	6.0	90.0	90.0	86932	96.0	0.0
180	70	INBOUND	6	86933	7	6.0	0.0	6.0	96.0	96.0	86933	102.0	0.0
181	70	INBOUND	7	86934	5	11.0	0.0	11.0	102.0	102.0	86934	113.0	0.0
182	70	INBOUND	8	86935	16	36.5	1.0	37.5	113.0	113.0	86935	149.5	1.0
183	70	INBOUND	9	86936	41	21.5	0.0	21.5	148.5	148.5	86936	171.0	1.0
184	70	INBOUND	10	86937	9	12.5	0.0	12.5	170.0	170.0	86937	183.5	1.0
185	70	INBOUND	11	86938	11	17.0	0.0	17.0	182.5	182.5	86938	200.5	1.0
186	70	INBOUND	12	86939	30	68.5	7.5	76.0	199.5	199.5	86939	269.0	8.5
187	70	INBOUND	13	86940	29	62.0	0.5	82.5	260.5	260.5	86940	351.0	9.0
188	70	INBOUND	14	86941	29	53.0	7.5	60.5	342.0	342.0	86941	404.0	16.5
189	70	INBOUND	15	86942	15	10.0	13.5	23.5	387.5	387.5	86942	418.0	30.0
190	70	INBOUND	16	86943	4	4.0	2.0	6.0	384.0	387.5	86942	418.0	32.0
191	70	INBOUND	17	86944	41	363.5	44.5	408.0	386.0	387.5	86942	781.5	76.5
192	70	INBOUND	18	86945	21	35.5	12.0	47.5	705.0	705.0	86945	817.0	88.5
193	70	INBOUND	19	86946	23	33.5	4.5	38.0	728.5	728.5	9520	850.5	93.0
194	70	INBOUND	20	86947	24	29.0	6.0	35.0	757.5	757.5	8670	879.5	99.0
195	70	INBOUND	21	86948	40	21.0	2.0	23.0	780.5	780.5	8671	900.5	101.0
196	70	INBOUND	22	86949	10	8.5	3.0	11.5	799.5	799.5	9672	909.0	104.0
197	70	INBOUND	23	86950	6	3.0	6.0	9.0	805.0	805.0	8673	912.0	110.0
198	70	INBOUND	24	86951	17	31.5	5.5	37.0	802.0	805.0	8673	943.5	115.5
199	70	INBOUND	25	86952	10	14.5	2.5	17.0	828.0	828.0	8675	958.0	118.0
200	70	INBOUND	26	86953	15	13.5	7.5	21.0	840.0	840.0	8676	971.5	125.5
201	70	INBOUND	27	86954	13	16.5	7.5	24.0	846.0	846.0	8677	988.0	133.0
202	70	INBOUND	28	86955	20	29.0	9.5	38.5	855.0	855.0	8678	1017.0	142.5
203	70	INBOUND	29	86956	11	14.0	2.0	16.0	874.5	874.5	8679	1031.0	144.5
204	70	INBOUND	30	86957	12	17.0	2.0	19.0	886.5	886.5	8290	1048.0	146.5
205	70	INBOUND	31	86958	22	46.0	6.5	52.5	901.5	901.5	8291	1094.0	153.0
206	70	INBOUND	32	86959	23	36.5	10.5	47.0	941.0	941.0	8292	1130.5	163.5
207	70	INBOUND	33	86960	22	47.0	4.5	51.5	967.0	967.0	8293	1177.5	168.0
208	70	INBOUND	34	86961	23	26.0	20.0	46.0	1009.5	1009.5	8294	1203.5	188.0
209	70	INBOUND	35	86962	27	56.5	12.5	69.0	1015.5	1015.5	8298	1260.0	200.5
210	70	INBOUND	36	86963	22	22.5	14.5	37.0	1059.5	1059.5	8295	1282.5	215.0
211	70	INBOUND	37	86964	28	30.5	64.0	94.5	1067.5	1067.5	8296	1313.0	279.0
212	70	INBOUND	38	86965	22	24.5	36.5	61.0	1034.0	1067.5	8296	1337.5	315.5
213	70	INBOUND	39	86966	14	40.0	40.0	80.0	1022.0	1067.5	8296	1377.5	355.5
214	70	INBOUND	40	86967	29	116.0	265.0	381.0	1022.0	1067.5	8296	1493.5	620.5
215	70	INBOUND	41	86968	13	24.0	8.0	32.0	873.0	1067.5	8296	1517.5	628.5
216	70	INBOUND	42	86969	5	5.0	3.0	8.0	889.0	1067.5	8296	1522.5	631.5
217	70	INBOUND	43	86970	12	14.5	5.0	19.5	891.0	1067.5	8296	1537.0	636.5
218	70	INBOUND	44	86971	12	10.5	8.5	19.0	900.5	1067.5	8296	1547.5	645.0
219	70	INBOUND	45	86972	14	20.5	8.0	28.5	902.5	1067.5	8296	1568.0	653.0
220	70	INBOUND	46	86973	18	22.5	20.5	43.0	915.0	1067.5	8296	1590.5	673.5
221	70	INBOUND	47	86974	24	41.5	36.5	78.0	917.0	1067.5	8296	1632.0	710.0
222	70	INBOUND	48	86975	6	14.0	19.0	33.0	922.0	1067.5	8296	1646.0	729.0
223	70	INBOUND	49	86976	35	263.5	157.5	421.0	917.0	1067.5	8296	1909.5	886.5
224	70	INBOUND	50	86977	17	51.5	24.5	76.0	1023.0	1067.5	8296	1961.0	911.0
225	70	INBOUND	51	86978	20	79.5	17.0	96.5	1050.0	1067.5	8296	2040.5	928.0
226	70	INBOUND	52	86979	41	38.5	18.5	57.0	1112.5	1112.5	1043	2079.0	946.5

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988

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ROUTE NUMBER=70 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
227	70	INBOUND	52	1044	6	9.0	0.0	9.0	1132.5	1132.5	1044	2088.0	946.5
228	70	INBOUND	52	1045	7	6.5	5.0	11.5	1141.5	1141.5	1045	2094.5	951.5
229	70	INBOUND	53	1046	12	14.0	10.5	24.5	1143.0	1143.0	1046	2108.5	962.0
230	70	INBOUND	55	1047	28	48.5	26.5	75.0	1146.5	1146.5	1047	2157.0	985.5
231	70	INBOUND	56	1048	13	13.5	7.0	20.5	1168.5	1168.5	1048	2170.5	995.5
232	70	INBOUND	57	1049	15	26.5	4.5	31.0	1175.0	1175.0	1049	2197.0	1000.0
233	70	INBOUND	58	1050	7	3.5	7.5	11.0	1197.0	1197.0	1050	2200.5	1007.5
234	70	INBOUND	59	1051	41	35.5	21.5	57.0	1193.0	1193.0	1051	2236.0	1029.0
235	70	INBOUND	59	1051	17	14.0	9.0	23.0	1207.0	1207.0	1051	2250.0	1038.0
236	70	INBOUND	61	1052	12	13.0	1.0	14.0	1212.0	1212.0	1052	2263.0	1039.0
237	70	INBOUND	61	1053	7	5.0	2.0	7.0	1224.0	1224.0	1053	2268.0	1041.0
238	70	INBOUND	63	1054	7	3.5	13.0	16.5	1227.0	1227.0	1054	2271.5	1054.0
239	70	INBOUND	64	1055	41	22.0	31.0	53.0	1217.5	1217.5	1054	2293.5	1085.0
240	70	INBOUND	65	1056	13	5.5	16.0	21.5	1208.5	1227.0	1054	2299.0	1101.0
241	70	INBOUND	66	1057	16	4.5	28.0	32.5	1198.0	1227.0	1054	2303.5	1129.0
242	70	INBOUND	66	1058	10	1.0	19.0	20.0	1174.5	1227.0	1054	2304.5	1148.0
243	70	INBOUND	68	1059	23	0.0	122.5	122.5	1156.5	1227.0	1054	2304.5	1270.5
244	70	INBOUND	59	52731	41	1.0	1035.0	1036.0	1034.0	1227.0	1054	2305.5	2305.5

ROUTE NUMBER=70.2 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
245	70.2	OUTBOUND	1	52731	11	205	0	205	0	0	52731	205	0
246	70.2	OUTBOUND	2	1060	9	48	0	48	205	205	1060	253	0
247	70.2	OUTBOUND	3	1061	3	3	1	4	253	253	1061	256	1
248	70.2	OUTBOUND	4	1062	5	3	6	9	255	255	1062	259	7
249	70.2	OUTBOUND	5	1063	3	3	1	4	252	255	1062	262	8
250	70.2	OUTBOUND	6	1064	6	5	8	13	254	255	1062	267	16
251	70.2	OUTBOUND	7	1065	11	2	0	2	251	255	1062	269	16
252	70.2	OUTBOUND	8	1066	3	0	19	19	253	255	1062	269	35
253	70.2	OUTBOUND	10	1068	1	1	4	5	234	255	1062	270	39
254	70.2	OUTBOUND	11	1069	9	4	19	23	231	255	1062	274	58
255	70.2	OUTBOUND	12	1070	11	3	18	21	216	255	1062	277	76
256	70.2	OUTBOUND	13	1071	3	2	3	5	201	255	1062	279	79
257	70.2	OUTBOUND	14	1072	3	1	8	9	200	255	1062	280	87
258	70.2	OUTBOUND	15	1073	4	1	3	4	193	255	1062	281	90
259	70.2	OUTBOUND	16	1074	6	8	11	19	191	255	1062	289	101
260	70.2	OUTBOUND	17	1075	4	0	8	8	188	255	1062	289	109
261	70.2	OUTBOUND	16	1076	1	1	2	3	180	255	1062	290	111
262	70.2	OUTBOUND	19	1077	4	1	4	5	179	255	1062	291	115
263	70.2	OUTBOUND	20	1078	11	4	9	13	176	255	1062	295	124
264	70.2	OUTBOUND	21	1443	5	1	10	11	171	255	1062	296	134
265	70.2	OUTBOUND	22	1444	6	2	24	26	162	255	1062	298	158
266	70.2	OUTBOUND	23	1445	8	20	45	65	140	255	1062	318	203
267	70.2	OUTBOUND	24	1447	9	5	8	13	115	255	1062	323	211
268	70.2	OUTBOUND	25	1448	5	1	9	10	112	255	1062	324	220
269	70.2	OUTBOUND	26	1449	5	0	14	14	104	255	1062	324	234
270	70.2	OUTBOUND	27	1450	7	0	12	12	90	255	1062	324	246
271	70.2	OUTBOUND	28	1451	4	1	7	8	78	255	1062	325	253
272	70.2	OUTBOUND	29	1452	6	0	15	15	72	255	1062	325	268

CENTRAL NORTH FUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=70.2 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
273	70.2	OUTBOUND	30	1453	5	0	17	17	57	255	1062	325	285
274	70.2	OUTBOUND	31	900	6	0	20	20	40	255	1062	325	305
275	70.2	OUTBOUND	31	1431	5	0	21	21	20	255	1062	325	326

ROUTE NUMBER=70.2 DIRECTION=INBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
276	70.2	INBOUND	1	900	5	27	0	27	0	0	900	27	0
277	70.2	INBOUND	1	1431	4	9	0	9	27	27	1431	36	0
278	70.2	INBOUND	3	1432	4	7	0	7	36	36	1432	43	0
279	70.2	INBOUND	4	1433	1	1	0	1	43	43	1433	44	0
280	70.2	INBOUND	4	1434	5	7	0	7	44	44	1434	51	0
281	70.2	INBOUND	5	1435	5	9	2	11	51	51	1435	60	2
282	70.2	INBOUND	7	1436	3	17	1	18	58	58	1436	77	3
283	70.2	INBOUND	8	1437	4	9	3	12	74	74	1437	86	6
284	70.2	INBOUND	8	1438	2	4	0	4	80	80	1438	90	6
285	70.2	INBOUND	9	1440	6	29	6	35	84	84	1440	119	12
286	70.2	INBOUND	10	1441	1	1	0	1	107	107	1441	120	12
287	70.2	INBOUND	12	1442	5	11	2	13	108	108	1442	131	14
288	70.2	INBOUND	13	1043	9	6	4	10	117	117	1043	137	18
289	70.2	INBOUND	13	1044	1	0	0	0	119	119	1044	137	18
290	70.2	INBOUND	14	1045	3	3	0	3	119	119	1045	140	18
291	70.2	INBOUND	15	1046	3	4	0	4	122	122	1046	144	18
292	70.2	INBOUND	16	1047	5	11	2	13	126	126	1047	155	20
293	70.2	INBOUND	19	1048	2	2	0	2	135	135	1048	157	20
294	70.2	INBOUND	19	1049	5	5	2	7	137	137	1049	162	22
295	70.2	INBOUND	21	1539	1	1	0	1	140	140	1589	163	22
296	70.2	INBOUND	21	1050	10	3	2	5	141	141	1050	166	24
297	70.2	INBOUND	21	1051	4	5	1	6	142	142	1051	171	25
298	70.2	INBOUND	22	1052	2	1	1	2	146	146	1052	172	26
299	70.2	INBOUND	26	1055	10	18	10	28	146	146	1055	190	36
300	70.2	INBOUND	27	1056	1	0	1	1	154	154	1056	190	37
301	70.2	INBOUND	27	1057	5	3	3	6	153	154	1056	193	40
302	70.2	INBOUND	30	1059	4	0	15	15	153	154	1056	193	55
303	70.2	INBOUND	31	52731	10	0	138	138	138	154	1056	193	193

ROUTE NUMBER=70.3 DIRECTION=OUTBOUND

OBS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
304	70.3	OUTBOUND	1	52731	1	21	0	21	0	0	52731	21	0
305	70.3	OUTBOUND	7	1065	1	0	0	0	21	21	1065	21	0
306	70.3	OUTBOUND	12	1070	1	0	2	2	21	21	1070	21	2
307	70.3	OUTBOUND	20	1078	1	0	0	0	19	21	1070	21	2
308	70.3	OUTBOUND	31	8815	1	0	1	1	19	21	1070	21	3
309	70.3	OUTBOUND	36	8819	1	0	1	1	18	21	1070	21	4
310	70.3	OUTBOUND	38	8339	1	0	2	2	17	21	1070	21	6
311	70.3	OUTBOUND	41	8823	1	0	1	1	15	21	1070	21	7
312	70.3	OUTBOUND	45	9521	1	0	1	1	14	21	1070	21	8

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988

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ROUTE NUMBER=70.3 DIRECTION=OUTBOUND

BUS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
313	70.3	OUTBOUND	50	8631	1	0	0	0	13	21	1070	21	8
314	70.3	OUTBOUND	52	8633	1	0	1	1	13	21	1070	21	9
315	70.3	OUTBOUND	56	86944	1	0	12	12	12	21	1070	21	21

ROUTE NUMBER=83.1 DIRECTION=OUTBOUND

BUS	ROUTENUM	DIRECTION	STOPSEQ	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
316	83.1	OUTBOUND	1	2445	42	1186.17	0.000	1186.17	0.00	0.00	2445	1186.17	0.00
317	83.1	OUTBOUND	2	2446	38	141.33	1.000	142.33	1186.17	1186.17	2446	1327.50	1.00
318	83.1	OUTBOUND	3	2447	20	38.00	2.000	40.00	1326.50	1326.50	2447	1365.50	3.00
319	83.1	OUTBOUND	4	2448	25	38.67	17.000	55.67	1362.50	1362.50	2448	1404.17	20.00
320	83.1	OUTBOUND	5	2449	9	14.00	16.000	30.00	1384.17	1384.17	2449	1418.17	36.00
321	83.1	OUTBOUND	6	2450	29	28.50	42.567	71.17	1382.17	1384.17	2449	1418.17	78.67
322	83.1	OUTBOUND	7	2451	42	171.17	115.667	286.83	1368.00	1384.17	2449	1617.83	194.33
323	83.1	OUTBOUND	9	2452	20	16.17	28.333	44.50	1423.50	1423.50	2452	1634.00	222.67
324	83.1	OUTBOUND	9	2453	27	29.67	29.500	59.17	1411.33	1423.50	2452	1663.67	252.17
325	83.1	OUTBOUND	10	2454	22	20.00	26.000	46.00	1411.50	1423.50	2452	1683.67	278.17
326	83.1	OUTBOUND	11	2455	42	49.83	20.000	69.83	1405.50	1423.50	2452	1733.50	298.17
327	83.1	OUTBOUND	12	2456	15	26.33	16.000	42.33	1435.33	1435.33	2456	1759.83	314.17
328	83.1	OUTBOUND	13	2457	19	5.00	26.000	31.00	1495.67	1445.67	2457	1764.83	340.17
329	83.1	OUTBOUND	14	24571	2	0.00	4.000	4.00	1424.67	1445.67	2457	1764.83	344.17
330	83.1	OUTBOUND	15	2618	33	47.50	84.833	132.33	1420.67	1445.67	2457	1812.33	429.00
331	83.1	OUTBOUND	16	2619	8	2.00	12.000	14.00	1383.33	1445.67	2457	1814.33	441.00
332	83.1	OUTBOUND	17	2620	17	8.67	22.833	31.50	1373.33	1445.67	2457	1823.00	463.83
333	83.1	OUTBOUND	18	2458	20	4.50	34.833	39.33	1359.17	1445.67	2457	1827.50	498.67
334	83.1	OUTBOUND	19	24581	10	1.00	12.167	13.17	1328.83	1445.67	2457	1828.50	510.83
335	83.1	OUTBOUND	20	2459	23	8.33	30.500	38.83	1317.67	1445.67	2457	1836.83	541.33
336	83.1	OUTBOUND	21	2460	42	77.50	246.167	323.67	1295.50	1445.67	2457	1914.33	787.50
337	83.1	OUTBOUND	22	24601	20	11.67	40.000	51.67	1126.83	1445.67	2457	1926.00	827.50
338	83.1	OUTBOUND	23	2317	18	4.67	32.333	37.00	1098.50	1445.67	2457	1930.67	859.83
339	83.1	OUTBOUND	24	2318	29	9.00	69.833	78.83	1070.83	1445.67	2457	1939.67	929.67
340	83.1	OUTBOUND	25	2461	25	23.33	51.333	74.67	1010.00	1445.67	2457	1963.00	981.00
341	83.1	OUTBOUND	26	24611	33	10.00	117.500	127.50	982.00	1445.67	2457	1973.00	1098.50
342	83.1	OUTBOUND	27	2462	34	7.00	93.000	100.00	874.50	1445.67	2457	1980.00	1191.50
343	83.1	OUTBOUND	28	24621	24	1.00	67.667	68.67	788.50	1445.67	2457	1981.00	1259.17
344	83.1	OUTBOUND	29	2463	31	0.00	218.833	218.83	721.83	1445.67	2457	1981.00	1478.00
345	83.1	OUTBOUND	30	2425	42	0.00	503.500	503.50	503.00	1445.67	2457	1981.00	1981.50

CENTRAL NORTH BUS  
WEEKDAY LAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 26, 1988

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ROUTE NUMBER=83.1 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTN	STOPSECN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
345	83.1	INBOUND	1	2425	41	644.5	1.0	645.5	0.0	0.0	2425	644.5	1.0
347	83.1	INBOUND	2	2426	32	96.0	0.0	96.0	643.5	643.5	2426	740.5	1.0
348	83.1	INBOUND	3	2427	9	20.0	8.0	28.0	739.5	739.5	2427	760.5	9.0
349	83.1	INBOUND	4	2428	21	60.0	4.0	64.0	751.5	751.5	2428	820.5	13.0
350	83.1	INBOUND	5	24281	25	59.0	14.0	73.0	807.5	807.5	24281	879.5	27.0
351	83.1	INBOUND	6	2429	28	68.5	53.5	122.0	852.5	852.5	2429	948.0	80.5
352	83.1	INBOUND	7	2294	34	87.5	21.0	108.5	867.5	867.5	2294	1035.5	101.5
353	83.1	INBOUND	8	2300	31	54.0	48.0	102.0	934.0	934.0	2300	1089.5	149.5
354	83.1	INBOUND	9	23001	8	9.5	7.0	16.5	940.0	940.0	23001	1099.0	156.5
355	83.1	INBOUND	10	2430	42	68.0	23.0	111.0	942.5	942.5	2430	1137.0	179.5
356	83.1	INBOUND	11	2431	10	11.0	4.5	15.5	1007.5	1007.5	2431	1198.0	184.0
357	83.1	INBOUND	12	2432	10	14.5	2.5	17.0	1014.0	1014.0	2432	1212.5	186.5
358	83.1	INBOUND	13	2589	21	37.5	7.0	44.5	1026.0	1026.0	2589	1250.0	193.5
359	83.1	INBOUND	14	2590	17	18.5	9.0	27.5	1056.5	1056.5	2590	1268.5	202.5
360	83.1	INBOUND	15	2591	1	0.0	1.0	1.0	1066.0	1066.0	2591	1268.5	203.5
361	83.1	INBOUND	16	2592	31	70.0	42.0	112.0	1065.0	1066.0	2591	1338.5	245.5
362	83.1	INBOUND	17	25921	3	3.0	0.0	3.0	1093.0	1093.0	25921	1341.5	245.5
363	83.1	INBOUND	18	2433	18	20.5	13.0	33.5	1096.0	1096.0	2433	1362.0	258.5
364	83.1	INBOUND	19	2434	7	6.0	21.5	27.5	1103.5	1103.5	2434	1368.0	280.0
365	83.1	INBOUND	20	2435	42	24.0	58.5	82.5	1088.0	1103.5	2434	1392.0	338.5
366	83.1	INBOUND	21	2436	16	16.0	19.5	35.5	1053.5	1103.5	2434	1408.0	359.0
367	83.1	INBOUND	22	2437	20	14.0	22.0	36.0	1050.0	1103.5	2434	1422.0	380.0
368	83.1	INBOUND	23	2438	11	5.0	11.0	16.0	1042.0	1103.5	2434	1427.0	391.0
369	83.1	INBOUND	24	2439	42	101.0	136.5	237.5	1036.0	1103.5	2434	1528.0	527.5
370	83.1	INBOUND	25	2440	14	2.0	25.5	27.5	1000.5	1103.5	2434	1530.0	553.0
371	83.1	INBOUND	26	2441	27	2.0	47.5	49.5	977.0	1103.5	2434	1532.0	600.5
372	83.1	INBOUND	27	2442	23	1.0	49.0	50.0	931.5	1103.5	2434	1533.0	649.5
373	83.1	INBOUND	28	2443	34	0.0	260.0	260.0	883.5	1103.5	2434	1533.0	909.5
374	83.1	INBOUND	29	2444	41	0.0	621.5	621.5	623.5	1103.5	2434	1533.0	1531.0

ROUTE NUMBER=85 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTN	STOPSECN	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
375	85	OUTBOUND	1	2231	17	187	0	187	0	0	2231	187	0
376	85	OUTBOUND	2	2232	8	14	3	17	187	187	2232	201	3
377	85	OUTBOUND	3	2521	13	14	2	16	198	198	2521	215	5
378	85	OUTBOUND	4	2522	10	10	6	16	210	210	2522	225	11
379	85	OUTBOUND	5	2523	10	2	11	13	214	214	2523	227	22
380	85	OUTBOUND	6	2524	9	6	9	15	205	214	2523	233	31
381	85	OUTBOUND	7	2525	5	4	2	6	202	214	2523	237	33
382	85	OUTBOUND	8	2526	20	11	23	34	204	214	2523	248	56
383	85	OUTBOUND	9	2527	5	7	3	10	192	214	2523	255	59
384	85	OUTBOUND	10	2528	11	5	13	18	196	214	2523	260	72
385	85	OUTBOUND	11	2530	9	5	10	15	188	214	2523	265	82
386	85	OUTBOUND	12	2531	13	2	26	28	183	214	2523	267	108
387	85	OUTBOUND	13	2612	6	5	6	11	159	214	2523	272	114
388	85	OUTBOUND	14	2613	20	8	18	26	158	214	2523	280	132
389	85	OUTBOUND	15	2614	10	3	16	19	148	214	2523	283	148
390	85	OUTBOUND	16	2533	10	1	26	27	135	214	2523	284	174
391	85	OUTBOUND	17	2532	8	0	13	13	110	214	2523	284	187

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE & DIRECTION

11:17 THURSDAY, APRIL 28, 1988 10

ROUTE NUMBER=85 DIRECTION=OUTBOUND

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OBS	ROUTENUM	DIRECTN	STOPSECT	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
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246  
283

ROUTE NUMBER=85 DIRECTION=INBOUND

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OBS	ROUTENUM	DIRECTN	STOPSECT	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
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ROUTE NUMBER=60.6 DIRECTION=OUTBOUND

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OBS	ROUTENUM	DIRECTN	STOPSECT	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
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ROUTE NUMBER=86.6 DIRECTION=OUTBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQU	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
432	86.6	OUTBOUND	16	2566	12	5	15	20	502	840	2610	1333	841
433	86.6	OUTBOUND	17	2569	17	9	18	27	492	840	2610	1342	859
434	86.6	OUTBOUND	18	2540	1	1	2	3	483	840	2610	1343	861
435	86.6	OUTBOUND	18	2570	42	18	34	52	482	840	2610	1361	895
436	86.6	OUTBOUND	19	2549	1	8	3	11	466	840	2610	1369	898
437	86.6	OUTBOUND	19	2571	22	47	14	61	471	840	2610	1416	912
438	86.6	OUTBOUND	20	2550	1	15	0	15	504	840	2610	1431	912
439	86.6	OUTBOUND	20	2571	17	14	23	37	519	840	2610	1445	935
440	86.6	OUTBOUND	21	2572	8	7	9	16	510	840	2610	1452	944
441	86.6	OUTBOUND	22	2571	33	51	116	167	508	840	2610	1503	1060
442	86.6	OUTBOUND	23	9584	1	0	1	1	443	840	2610	1503	1061
443	86.6	OUTBOUND	23	25714	42	12	11	23	442	840	2610	1515	1072
444	86.6	OUTBOUND	24	2553	1	0	2	2	443	840	2610	1515	1074
445	86.6	OUTBOUND	24	2773	9	13	3	16	441	840	2610	1528	1077
446	86.6	OUTBOUND	25	2554	1	0	2	2	451	840	2610	1528	1079
447	86.6	OUTBOUND	25	2774	16	10	28	38	449	840	2610	1538	1107
448	86.6	OUTBOUND	26	2555	1	0	1	1	431	840	2610	1538	1108
449	86.6	OUTBOUND	26	2775	16	4	24	28	430	840	2610	1542	1132
450	86.6	OUTBOUND	27	2776	8	0	12	12	410	840	2610	1542	1144
451	86.6	OUTBOUND	28	2777	15	3	14	17	398	840	2610	1545	1158
452	86.6	OUTBOUND	29	2773	9	1	15	16	387	840	2610	1546	1173
453	86.6	OUTBOUND	30	2548	1	0	12	12	373	840	2610	1546	1185
454	86.6	OUTBOUND	30	2774	9	0	15	15	361	840	2610	1546	1200
455	86.6	OUTBOUND	31	2780	17	0	27	27	346	840	2610	1546	1227
456	86.6	OUTBOUND	32	954	1	0	5	5	319	840	2610	1546	1232
457	86.6	OUTBOUND	32	2874	42	0	310	310	314	840	2610	1546	1542
458	86.6	OUTBOUND	33	965	1	0	2	2	4	840	2610	1546	1544

ROUTE NUMBER=86.6 DIRECTION=INBOUND

UBS	ROUTENUM	DIRECTIN	STOPSEQU	STOPNUM	STOPKNT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3
459	86.6	INBOUND	1	28741	42	444	0	444	0	0	28741	444	0
460	86.6	INBOUND	2	2756	19	40	0	40	444	444	2756	484	0
461	86.6	INBOUND	3	2757	9	16	0	16	484	484	2757	500	0
462	86.6	INBOUND	4	2758	6	7	0	7	500	500	2758	507	0
463	86.6	INBOUND	5	2759	25	43	10	53	507	507	2759	550	10
464	86.6	INBOUND	6	2760	17	23	6	29	540	540	2760	573	16
465	86.6	INBOUND	7	2761	12	18	3	21	557	557	2761	591	19
466	86.6	INBOUND	8	2762	25	46	18	64	572	572	2762	637	37
467	86.6	INBOUND	9	2763	15	8	16	24	600	600	2763	645	53
468	86.6	INBOUND	10	2610	3	7	3	10	592	600	2763	652	56
469	86.6	INBOUND	11	2612	24	13	40	53	596	600	2763	665	96
470	86.6	INBOUND	12	2613	41	154	78	232	569	600	2763	819	174
471	86.6	INBOUND	13	2615	17	25	16	41	645	645	2615	844	190
472	86.6	INBOUND	14	2616	15	12	6	18	654	654	2616	856	196
473	86.6	INBOUND	15	2545	27	30	24	54	660	660	2545	886	220
474	86.6	INBOUND	16	2546	42	46	43	89	666	666	2546	932	263
475	86.6	INBOUND	17	2547	15	13	13	26	669	669	2547	945	276
476	86.6	INBOUND	18	2548	22	23	34	57	669	669	2548	968	310
477	86.6	INBOUND	19	2549	42	276	406	682	658	669	2548	1244	716

CENTRAL NORTH RJS  
WEEKDAY LOAD PROFILE  
BY ROUTE & DIRECTION

11:17 THURSDAY, APRIL 28, 1988 12

ROUTE NUMBER=86.6 DIRECTION=INBOUND

DBS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS?	TOTOFFS?	STOPUSE	LOADIN?	LIMAX	LIMXSTOP	TOTONS?	TOTOFFS?
476	86.6	INBOUND	20	2550	35	233	33	266	528	669	2548	1477	749
479	86.6	INBOUND	21	2551	14	23	15	38	728	728	2551	1500	764
480	86.6	INBOUND	22	2552	8	4	23	27	736	736	2552	1504	787
481	86.6	INBOUND	23	9584	19	25	20	45	717	736	2552	1529	807
482	86.6	INBOUND	24	2553	42	36	67	103	722	736	2552	1565	874
483	86.6	INBOUND	25	2554	26	12	40	52	691	736	2552	1577	914
484	86.6	INBOUND	26	2555	26	16	31	47	663	736	2552	1593	945
485	86.6	INBOUND	27	2556	24	6	37	43	648	736	2552	1599	982
486	86.6	INBOUND	28	1191	20	18	28	46	617	736	2552	1617	1010
487	86.6	INBOUND	29	1192	19	4	29	33	607	736	2552	1621	1039
488	86.6	INBOUND	30	2648	19	2	50	52	582	736	2552	1623	1089
489	86.6	INBOUND	31	2557	33	0	227	227	534	736	2552	1623	1316
490	86.6	INBOUND	32	964	22	0	106	106	307	736	2552	1623	1422
491	86.6	INBOUND	33	965	42	0	200	200	201	736	2552	1623	1622

ROUTE NUMBER=91 DIRECTION=OUTBOUND

DBS	ROUTENUM	DIRECTIN	STOPSEQ	STOPNUM	STOPKNT	TOTONS?	TOTOFFS?	STOPUSE	LOADIN?	LIMAX	LIMXSTOP	TOTONS?	TOTOFFS?
492	91	OUTBOUND	1	2445	51	655.0	0.0	655.0	0.0	0.0	2445	655.0	0.0
493	91	OUTBOUND	2	2446	37	104.5	0.0	104.5	555.0	655.0	2446	763.5	0.0
494	91	OUTBOUND	3	2447	19	30.5	2.0	32.5	763.5	763.5	2447	794.0	2.0
495	91	OUTBOUND	4	2448	17	20.0	1.5	21.5	792.0	792.0	2448	814.0	3.5
496	91	OUTBOUND	5	2449	8	3.5	8.0	11.5	810.5	810.5	2449	817.5	11.5
497	91	OUTBOUND	6	2450	31	11.5	41.5	53.0	806.0	810.5	2449	829.0	53.0
498	91	OUTBOUND	7	2451	51	100.0	131.0	231.0	776.0	810.5	2449	929.0	184.0
499	91	OUTBOUND	8	2768	21	14.5	21.5	36.0	745.0	810.5	2449	943.5	205.5
500	91	OUTBOUND	9	2769	35	31.0	28.5	59.5	738.0	810.5	2449	974.5	234.0
501	91	OUTBOUND	10	2530	38	23.5	91.0	114.5	740.5	810.5	2449	998.0	325.0
502	91	OUTBOUND	11	2531	51	30.5	79.0	109.5	673.0	810.5	2449	1028.5	404.0
503	91	OUTBOUND	12	2773	25	25.5	11.0	36.5	624.5	810.5	2449	1054.0	415.0
504	91	OUTBOUND	13	2774	34	20.0	68.0	88.0	639.0	810.5	2449	1074.0	483.0
505	91	OUTBOUND	14	2775	22	13.0	21.5	34.5	591.0	810.5	2449	1087.0	504.5
506	91	OUTBOUND	15	2776	30	9.0	38.0	47.0	582.5	810.5	2449	1096.0	542.5
507	91	OUTBOUND	16	2777	32	11.0	39.0	50.0	553.5	810.5	2449	1107.0	581.5
508	91	OUTBOUND	17	2778	17	0.0	20.0	20.0	525.5	810.5	2449	1107.0	601.5
509	91	OUTBOUND	18	2779	17	0.0	19.0	19.0	505.5	810.5	2449	1107.0	620.5
510	91	OUTBOUND	19	2780	13	0.0	21.5	21.5	486.5	810.5	2449	1107.0	642.0
511	91	OUTBOUND	20	2874	51	0.0	464.0	464.0	465.0	810.5	2449	1107.0	1106.0

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

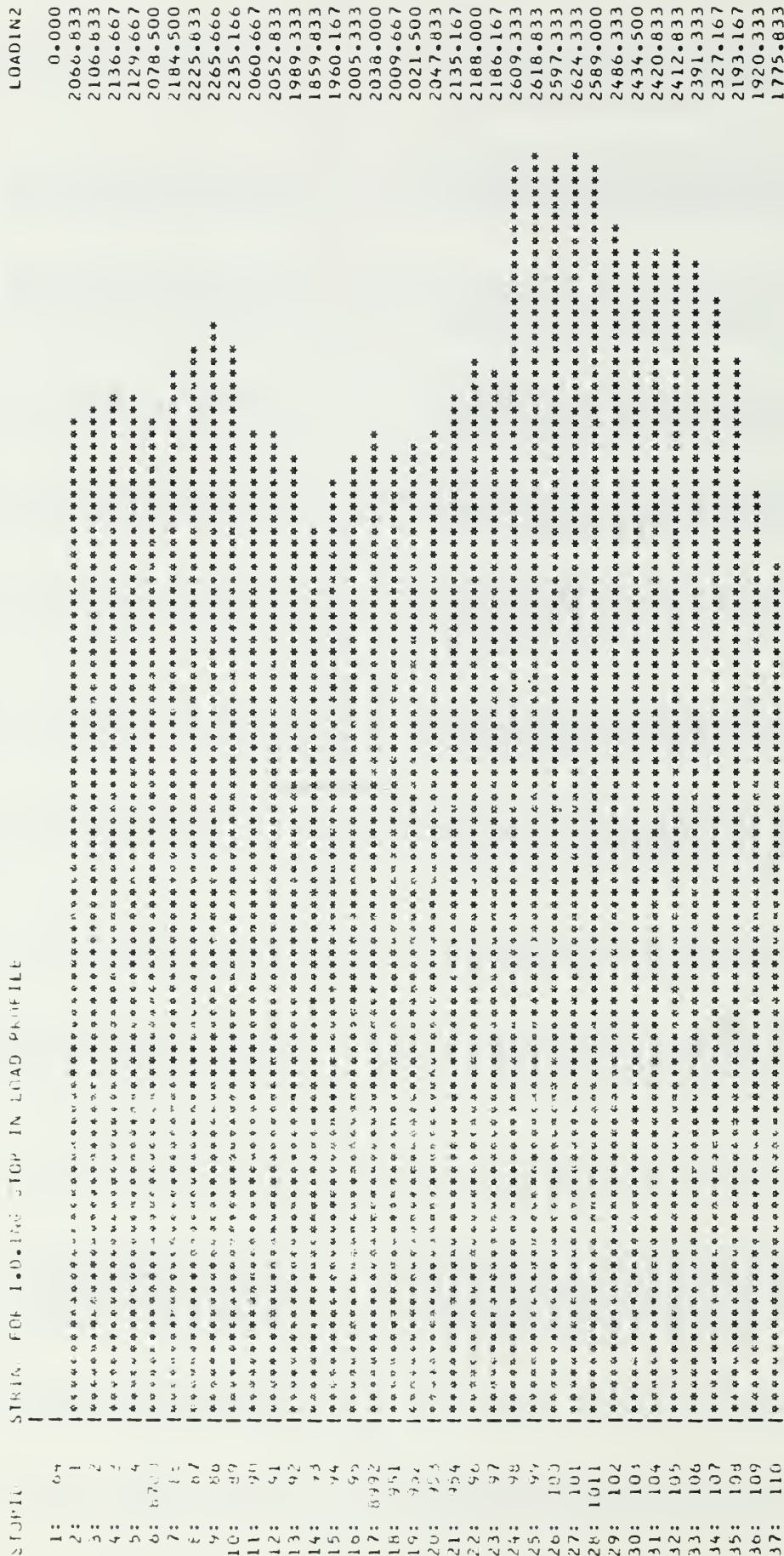
----- ROUTE NUMBER=91 DIRECTION=INBOUND -----														
LOS	ROUTENUM	DIRECTION	STOP/SEQ	STOP/NO	STOPS/MT	TOTONS2	TOTOFFS2	STOPUSE	LOADIN2	LIMAX	LIMXSTOP	TOTONS3	TOTOFFS3	
512	91	INBOUND	1	28741	52	466.0	0.0	466.0	0.0	0.0	28741	466.0	0.0	
513	91	INBOUND	2	2756	21	43.5	2.0	45.5	466.0	466.0	2756	509.5	2.0	
514	91	INBOUND	3	2757	10	9.0	3.0	12.0	507.5	507.5	2757	518.5	5.0	
515	91	INBOUND	4	2758	7	6.0	2.0	8.0	513.5	513.5	2758	524.5	7.0	
516	91	INBOUND	5	2759	29	48.0	15.5	63.5	517.5	517.5	2759	572.5	22.5	
517	91	INBOUND	6	2760	30	38.5	11.0	49.5	550.0	550.0	2760	611.0	33.5	
518	91	INBOUND	7	2761	19	27.0	15.0	42.0	577.5	577.5	2761	638.0	48.5	
519	91	INBOUND	8	2762	42	110.5	16.5	127.0	589.5	589.5	2762	748.5	65.0	
520	91	INBOUND	9	2763	18	11.5	15.0	26.5	683.5	683.5	2763	760.0	80.0	
521	91	INBOUND	10	2616	2	1.0	6.0	7.0	680.0	683.5	2763	761.0	86.0	
522	91	INBOUND	11	2612	52	32.0	52.0	84.0	675.0	683.5	2763	793.0	138.0	
523	91	INBOUND	12	2511	41	136.0	35.5	171.5	655.0	683.5	2763	929.0	173.5	
524	91	INBOUND	13	2512	15	16.0	15.0	31.0	755.5	755.5	2512	945.0	188.5	
525	91	INBOUND	14	2765	14	9.5	10.0	19.5	756.5	756.5	2765	954.5	198.5	
526	91	INBOUND	15	2766	16	11.0	13.0	24.0	756.0	756.5	2765	965.5	211.5	
527	91	INBOUND	16	2767	26	7.0	42.0	49.0	754.0	756.5	2765	972.5	253.5	
528	91	INBOUND	17	2439	52	149.5	46.5	246.0	719.0	756.5	2765	1122.0	350.0	
529	91	INBOUND	18	2440	12	6.0	10.0	16.0	772.0	772.0	2440	1128.0	360.0	
530	91	INBOUND	19	2441	23	5.5	26.0	31.5	768.0	772.0	2440	1133.5	386.0	
531	91	INBOUND	20	2442	24	3.0	37.0	40.0	747.5	772.0	2440	1136.5	423.0	
532	91	INBOUND	21	2443	43	0.0	240.0	240.0	713.5	772.0	2440	1136.5	663.0	
533	91	INBOUND	22	2444	51	0.0	462.5	462.5	473.5	772.0	2440	1136.5	1125.5	
534	91	INBOUND	23	.	1	0.0	11.0	11.0	11.0	772.0	2440	1136.5	1136.5	

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE DIRECTION

ROUTE NUMBER=1 DIRECTION=OUTBOUND

BAR CHART OF LOADING2

STOP10 STRIP FOR 1-DIG STOP IN LOAD PROFILE

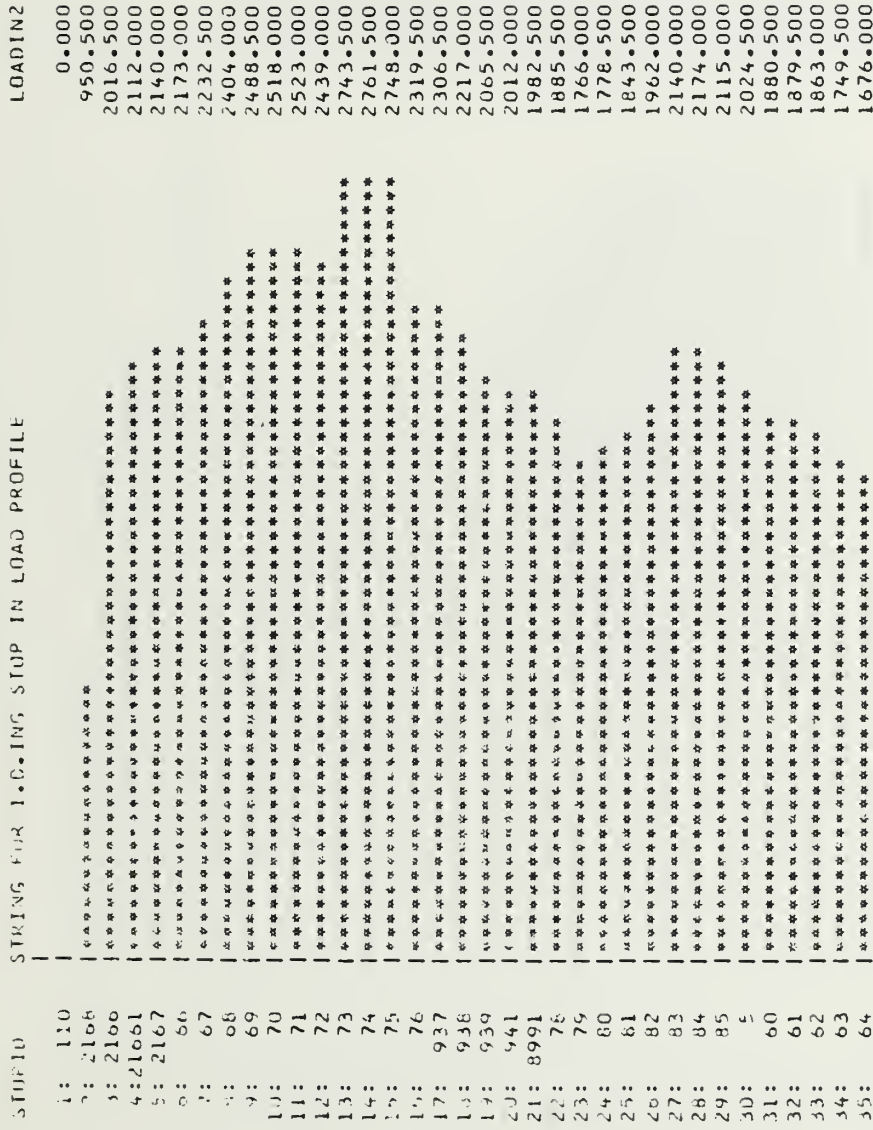


FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=1 DIRECTION=INBOUND

BAR CHART OF LOADING



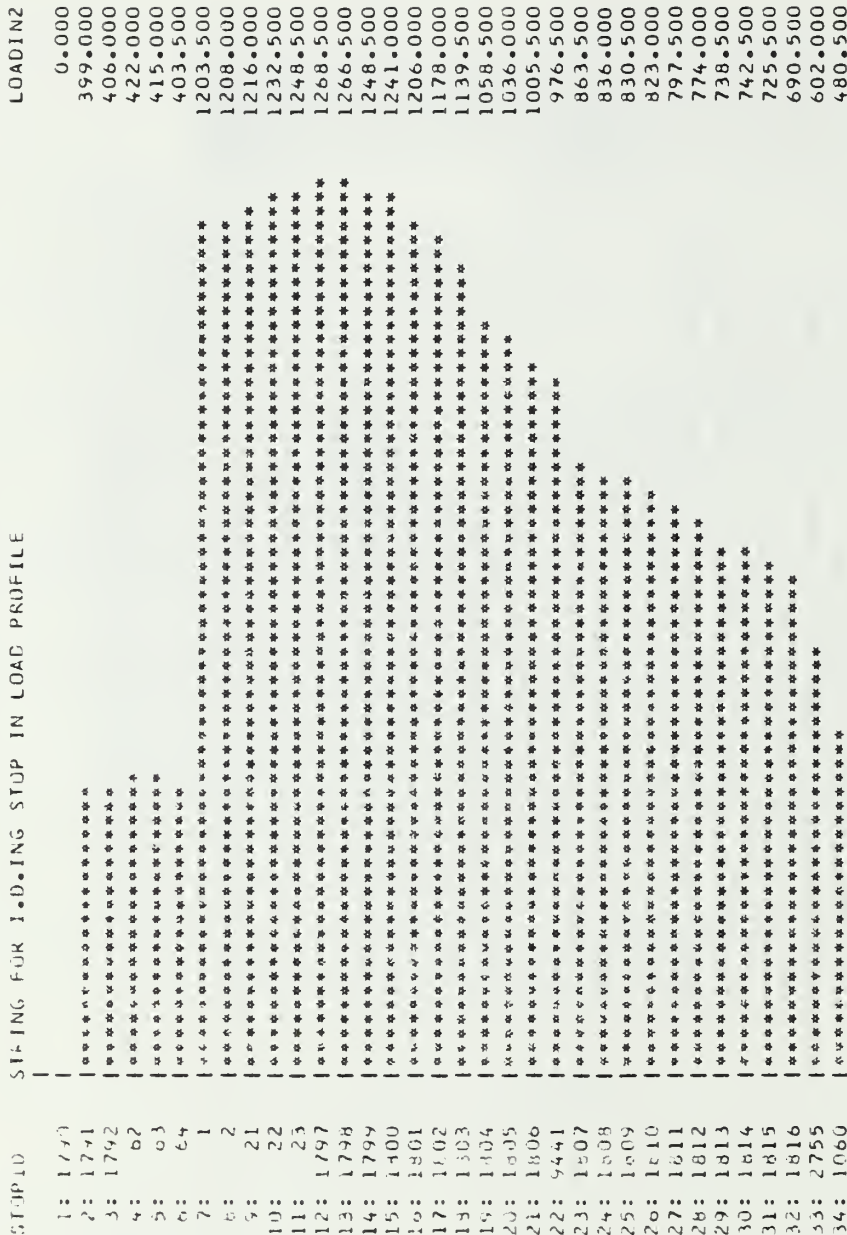
400 500 1200 1600 2000 2400

FINAL STOP LOADING2 FOR COMBINATION.

ROUTE NUMBER=47 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STOPPING FOR LOADING STOP IN LOAD PROFILE



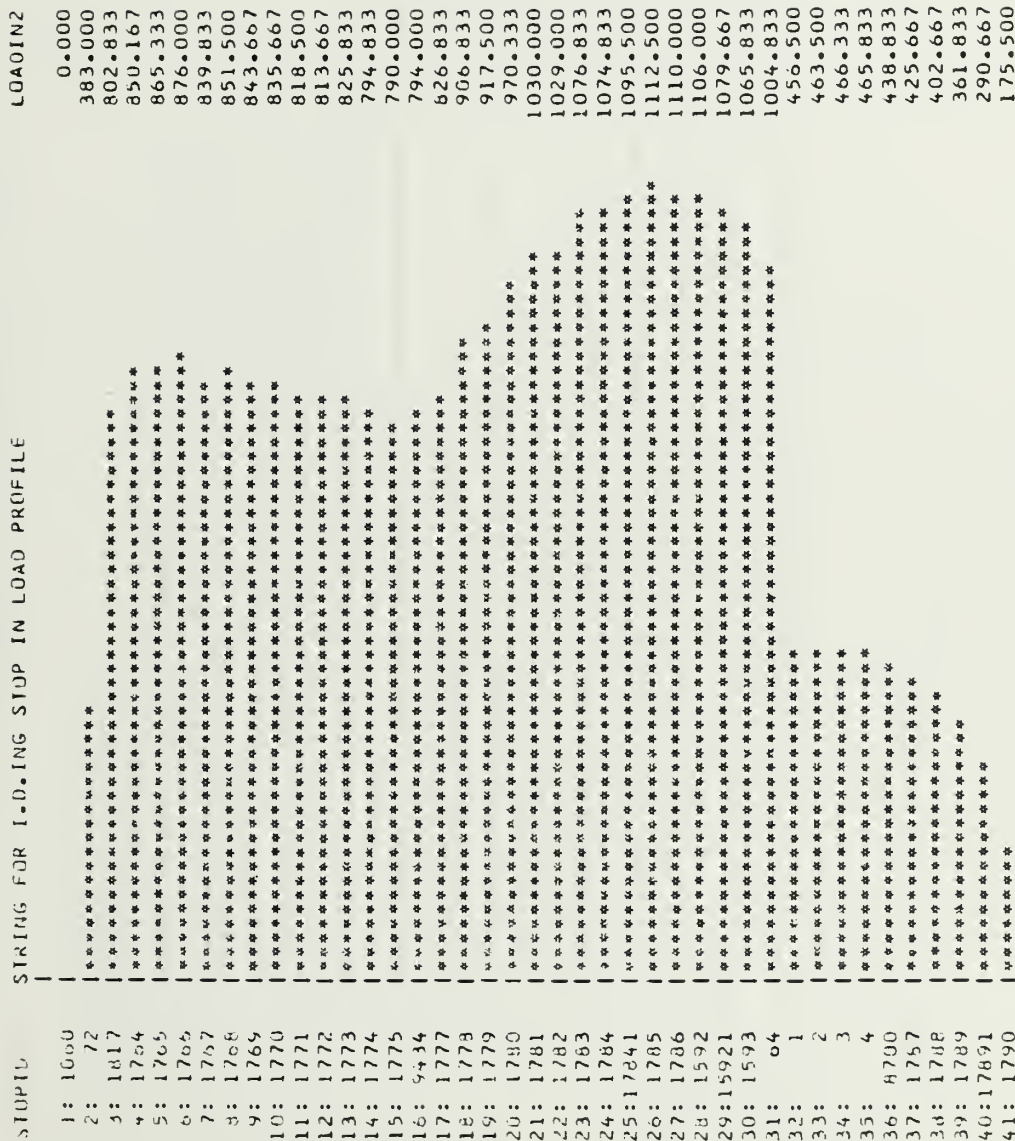
100 200 300 400 500 600 700 800 900 1000 1100 1200

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=47 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 25

ROUTE NUMBER=474 DIRECTION=OUTBOUND

EAR CHART OF LOADING

STOP FOR LOADING STOP IN LOAD PROFILE

STOPID	LOADING STOP IN LOAD PROFILE	LOADING
1: 1790		0.0000
2: 1791		191.0000
4: 50		196.5000
5: 51		193.3333
6: 54		254.3333
7: 1		766.9998
8: 2		772.6663
9: 21		780.8330
10: 22		788.8330
11: 23		782.3330
12: 1797		781.3330
13: 1799		781.3330
14: 1799		772.6663
15: 1800		748.3330
16: 1801		736.8330
17: 1802		589.9998
18: 1803		416.9998
19: 1804		336.4998
20: 1805		277.4998
21: 1806		228.1665
22: 18411		172.9999

30 60 90 120 150 180 210 240 270 300 330 360 390 420 450 480 510 540 570 600 630 660 690 720 750 780

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=47.4 DIRECTION=INBOUND

BAR CHART OF LOADING



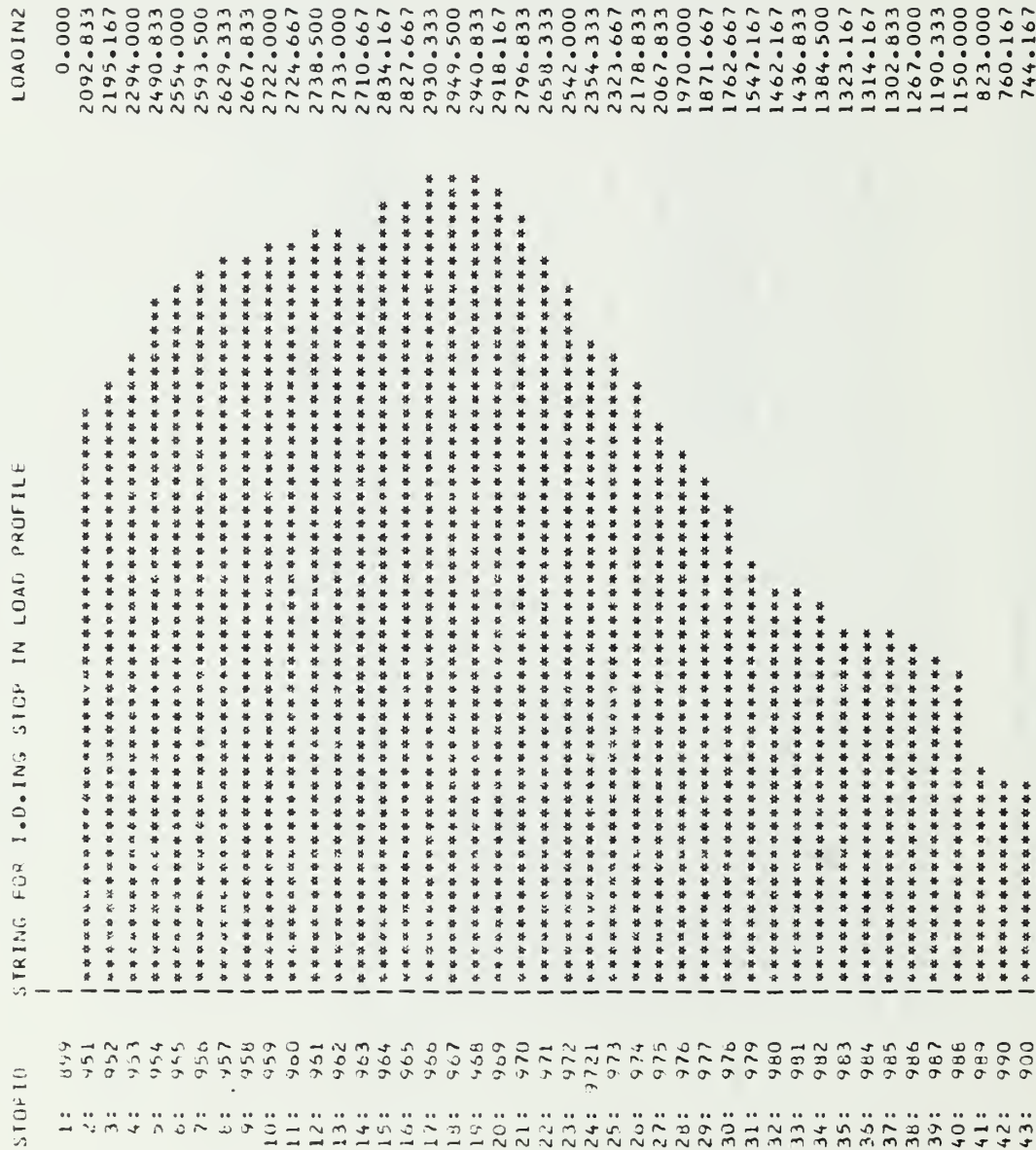
FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE & DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 27

ROUTE NUMBER=57 DIRECTION=OUTBOUND

BAR CHART OF LOADING

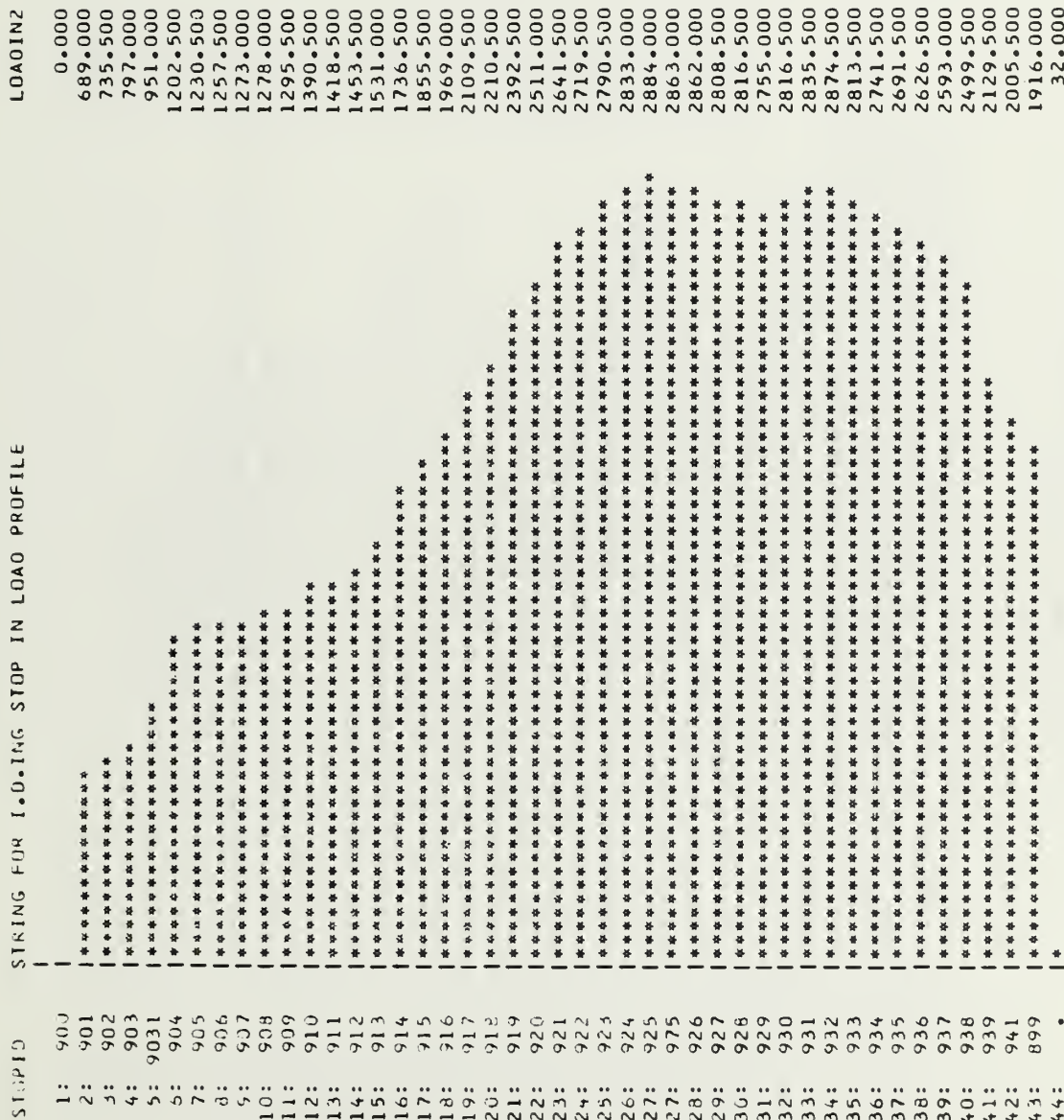


FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=57 DIRECTION=INBOUND

BAR CHART OF LOADIN2



FINAL STOP LOADIN2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 29

ROUTE NUMBER=60 DIRECTION=OUTBOUND

BAR CHART OF LOADING

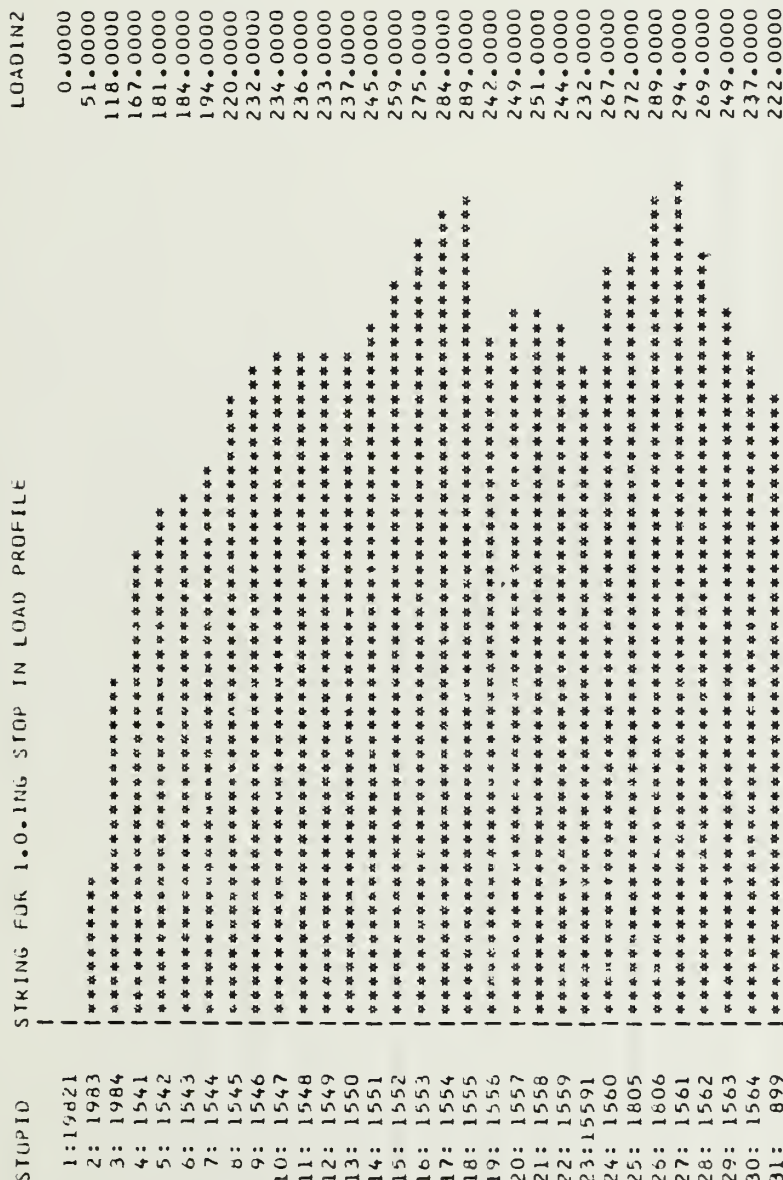


FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=60 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=60.1 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STOPS FOR 10-MIN STOP IN LOAD PROFILE

STOP	LOADING
1: 399	0.00000
3: 1516	73.00000
4: 1519	74.00000
5: 1520	75.00000
6: 1777	79.00000
7: 1778	77.00000
8: 1521	68.00000
9: 1522	54.00000
10: 1523	55.00000
11: 1524	58.00000
12: 1525	54.00000
13: 1526	44.00000
15: 2011	40.00000
16: 2012	38.00000
18: 1549	33.00000
19: 1550	31.00000
20: 1551	25.00000
21: 1552	17.00000
22: 1553	6.00000
23: 2013	5.00000
24: 2014	2.00000
25: 2015	2.00000

3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60 63 66 69 72 75 78

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=60.1 DIRECTION=INBOUND

BAS CHART OF LOADING

STOPPING FOR LOADING STOP IN LOAD PROFILE

LOADING

0.00000

22.00000

28.00000

29.00000

25.00000

30.00000

36.00000

39.00000

45.00000

53.00000

60.00000

68.00000

88.00000

87.00000

89.00000

89.00000

85.00000

74.00000

STOP10

1: 1530

2: 1531

3: 1532

5: 2017

6: 1555

7: 1556

8: 1557

9: 1558

10: 1559

11: 1559

12: 1560

13: 1805

14: 1806

15: 1501

16: 1502

17: 1503

18: 1504

19: 899

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85

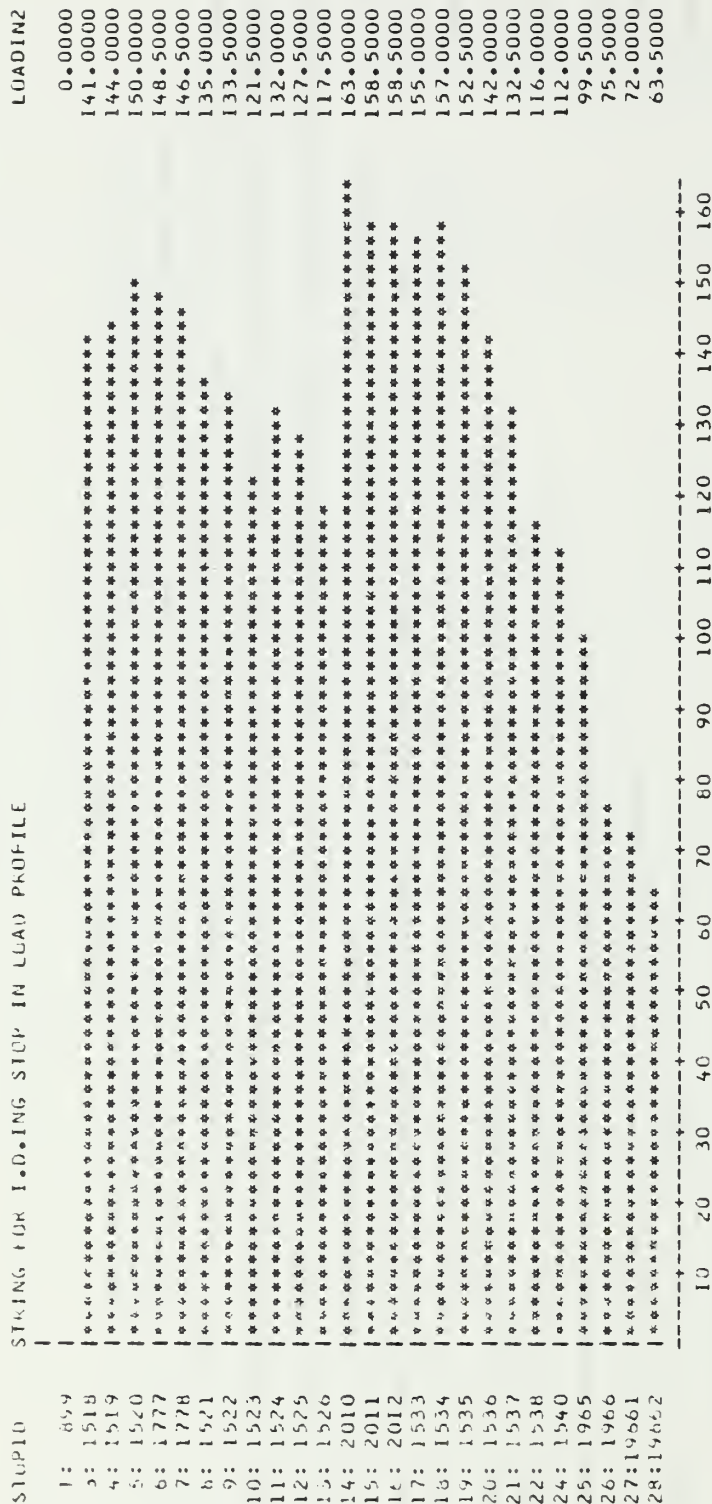
FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988 35

ROUTE NUMBER=004 DIRECTION=OUTBOUND

BAR CHART OF LOADING



CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=60.4 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING FOR COMBINATION.

ROUTE NUMBER=63 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STRING FOR STOP IN LOAD PROFILE

STOP#	LOADING
1: 5275	0.0000
2: 1060	380.0000
3: 1061	463.0000
4: 1062	464.0000
5: 1063	466.0000
6: 1064	464.0000
7: 1065	459.0000
8: 1066	461.0000
9: 1067	455.0000
10: 1068	450.0000
11: 1069	443.0000
12: 1070	458.0000
13: 1071	471.0000
14: 1072	472.0000
15: 1073	469.0000
16: 1074	461.0000
17: 1075	505.0000
18: 1076	504.0000
19: 1077	508.0000
20: 1078	506.0000
21: 1079	521.0000
22: 1080	538.0000
23: 1081	505.0000
24: 1082	513.0000
25: 1083	509.0000
26: 1084	491.0000
27: 1085	428.0000
28: 1086	426.0000
29: 1087	394.0000
30: 1088	346.0000
31: 1089	321.0000
32: 1090	287.0000
33: 1091	227.0000
34: 1092	211.0000
35: 9998	149.0000

20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380 400 420 440 460 480 500 520 540

FINAL STOP LOADING FOR COMBINATION.



CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=64.5 DIRECTION=OUTBOUND

## BEAR CHART OF LOADING

SOLING STOP IN LOAD PROFILE		LOADING
1: 2445		0.0000
2: 1060		523.0000
3: 1061		595.0000
4: 1062		595.0000
5: 1063		593.0000
6: 1064		580.0000
7: 1065		579.0000
8: 1189		573.0000
9: 1190		566.0000
10: 1191		552.0000
11: 1192		519.0000
12: 1193		490.0000
13: 1194		458.0000
14: 1195		447.0000
15: 1196		433.0000
16: 1197		411.0000
17: 1198		399.0000
18: 1199		382.0000
19: 1200		331.0000
20: 1201		289.0000
21: 1202		241.0000
22: 1203		212.0000
23: 1204		200.0000
24: 1205		196.0000
25: 1206		172.0000
26: 1207		149.0000
27: 1208		145.0000
28: 12081		138.0000
29: 1209		123.0000
30: 1210		108.0000
31: 1211		97.0000
32: 1212		76.0000
33: 1213		51.0000

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=64.5 DIRECTION=INBOUND

BAR CHART OF LOADING2



FINAL STOP LOADING2 FOR CMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

15:51 WEDNESDAY, APRIL 27, 1988

ROUTE NUMBER=65 DIRECTION=OUTBOUND

BAR CHART OF LOADING



20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380 400 420

FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=65 DIRECTION=INBOUND

BAR CHART OF LOADING



20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 400 420 440

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988

ROUTE NUMBER=66 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STRING FOR LOADING STOP IN LOAD PROFILE

STOPID	LOADIN2
1: 64	0.000
2: 641	1958.500
3: 642	1949.000
4: 1358	1910.000
5: 13581	1948.500
6: 1359	1949.500
7: 1360	1931.500
8: 1361	1879.000
9: 1362	1860.500
10: 1363	1695.500
11: 1364	1703.000
12: 1365	1693.000
13: 1366	1717.000
14: 1285	1820.000
15: 1367	1665.000
16: 1368	1755.000
17: 1369	1754.000
18: 1370	1771.500
19: 1371	1719.000
20: 1372	1713.000
21: 1373	1522.500
22: 1374	1532.000
23: 1375	1506.500
24: 1376	1460.000
25: 1377	1417.500
26: 1378	1264.000
27: 1379	772.000
28: 964	533.500
29: 965	444.000
30: .	8.000

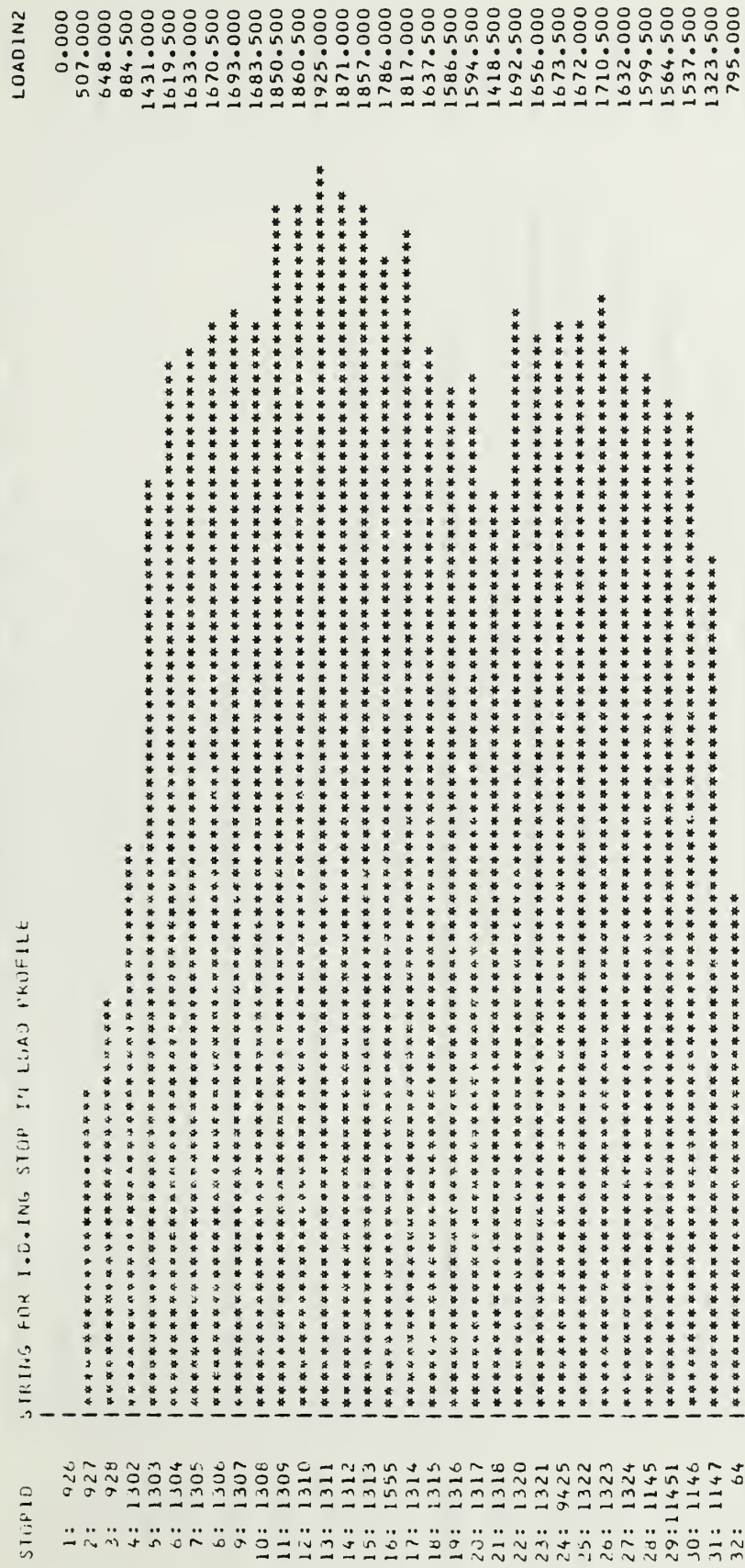
100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900

FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=66 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 16

ROUTE NUMBER=69 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STOP	LOADING
1: 14151	0.0000
2: 1416	469.0000
3: 1417	590.5000
4: 1418	660.5000
5: 1419	742.5000
6: 1420	798.5000
7: 1421	860.5000
8: 1422	919.0000
9: 1423	939.0000
10: 1424	917.0000
11: 1425	900.0000
12: 1426	827.5000
13: 1427	809.5000
14: 1428	779.5000
15: 1429	750.5000
16: 1430	585.5000
17: 2166	565.5000
18: 21661	553.5000
19: 2167	546.5000
20: 110	477.5000
21: .	123.5000

50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900

FINAL STOP LOADING FOR COMBINATION.

ROUTE NUMBER=69 DIRECTION=INBOUND

BAR CHART OF LOADING

STOP10 STOP IN LOADING STOP IN LOAD PROFILE

STOP10	LOADING
1: 110	0.0000
2: 2168	170.6667
3: 1400	598.4998
4: 1401	647.3330
5: 1402	788.3330
6: 1403	808.9998
7: 14031	809.4998
8: 1404	790.6665
9: 1405	890.4998
10: 1406	903.1665
11: 1407	892.3333
12: 1408	891.3333
13: 1409	864.9998
14: 1410	828.1665
15: 1411	793.4998
16: 1412	671.6665
17: 1413	586.4998
18: 1414	509.9998
19: 1415	415.6665
20: .	-61.4999

FINAL STOP LOADING FOR COMBINATION.

-50 0 50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988

18

ROUTE NUMBER=70 DIRECTION=OUTBOUND

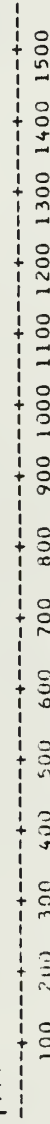
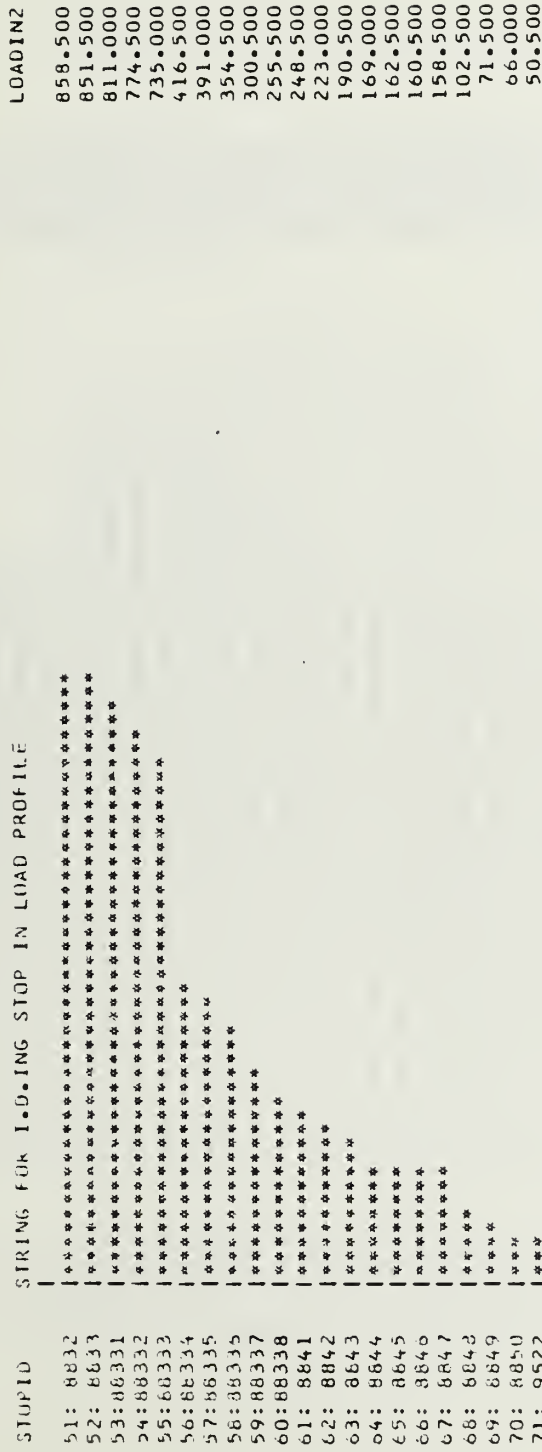
BAR CHART OF LOADING

STOPID	STRING FOR LOADING STOP IN LOAD PROFILE	LOADING
1: 52731		0.000
2: 1060	*****	1392.500
3: 1061	*****	1551.000
4: 1062	*****	1555.500
5: 1063	*****	1559.500
6: 1064	*****	1547.500
7: 1065	*****	1533.500
8: 1066	*****	1535.000
9: 1067	*****	1525.000
10: 1068	*****	1516.500
11: 1069	*****	1503.000
12: 1070	*****	1473.000
13: 1071	*****	1423.000
14: 1072	*****	1417.000
15: 1073	*****	1390.000
16: 1074	*****	1379.500
17: 1075	*****	1350.500
18: 1076	*****	1335.500
19: 1077	*****	1328.500
20: 1078	*****	1314.000
21: 1443	*****	1293.500
22: 1444	*****	1229.000
23: 1445	*****	1152.500
24: 1447	*****	1114.000
25: 1448	*****	1069.000
26: 1449	*****	1035.000
27: 1450	*****	993.000
28: 1451	*****	981.500
29: 1452	*****	973.000
30: 1453	*****	962.500
31: 8815	*****	934.000
32: 8816	*****	1200.500
33: 8817	*****	1199.500
34: 88171	*****	1213.500
35: 8816	*****	1198.000
36: 8819	*****	1189.500
37: 8820	*****	1144.500
38: 8339	*****	1114.000
39: 8921	*****	1073.500
40: 8822	*****	1042.500
41: 8823	*****	1004.000
42: 8824	*****	981.500
43: 8825	*****	968.000
44: 8826	*****	907.000
45: 9521	*****	901.000
46: 8827	*****	893.500
47: 8828	*****	895.000
48: 8829	*****	883.000
49: 8830	*****	879.000
50: 8831	*****	877.500

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=70 DIRECTION=OUTBOUND

BAR CHART OF LOADING



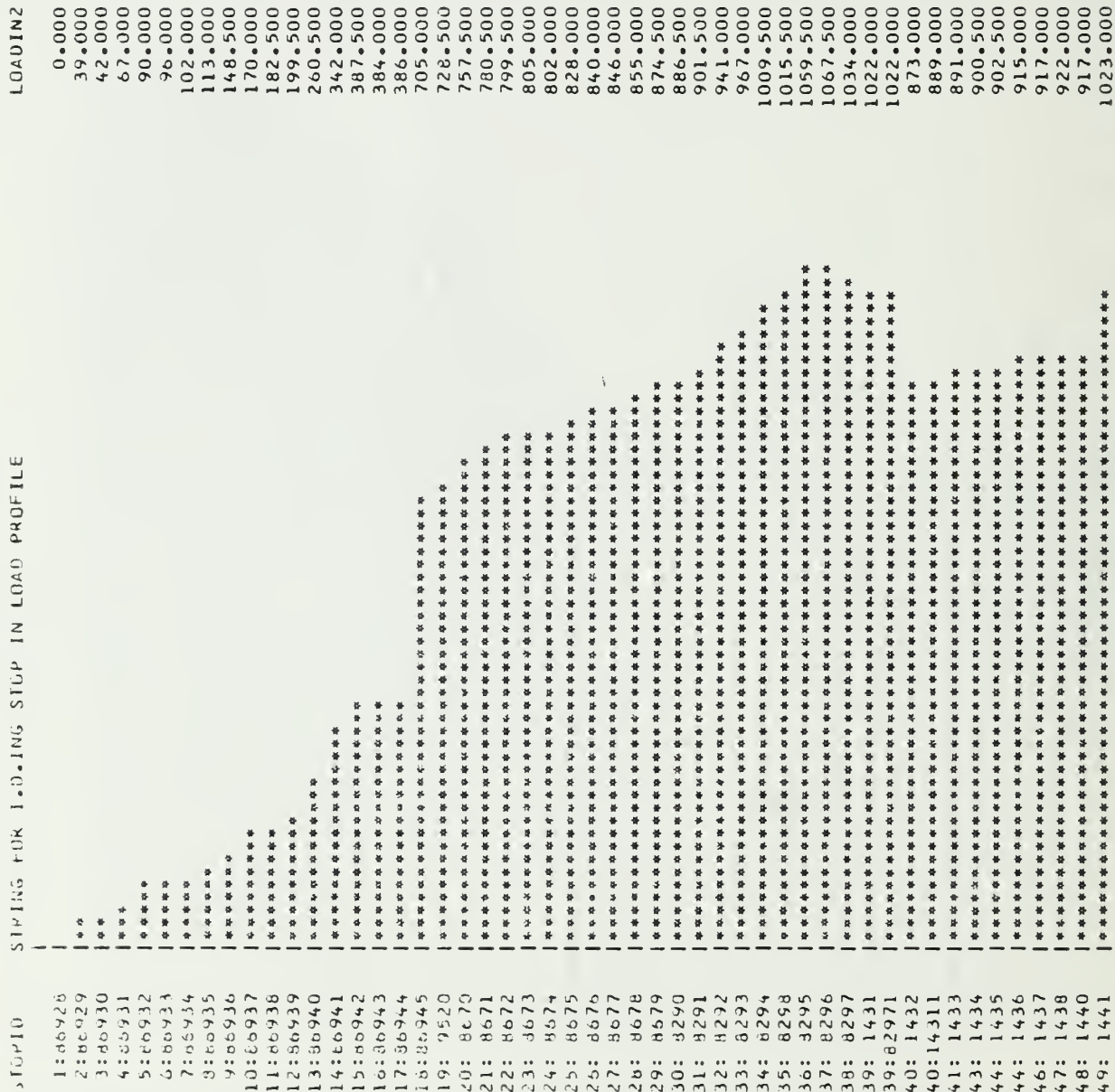
FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 20

ROUTE NUMBER=70 DIRECTION=INBOUND

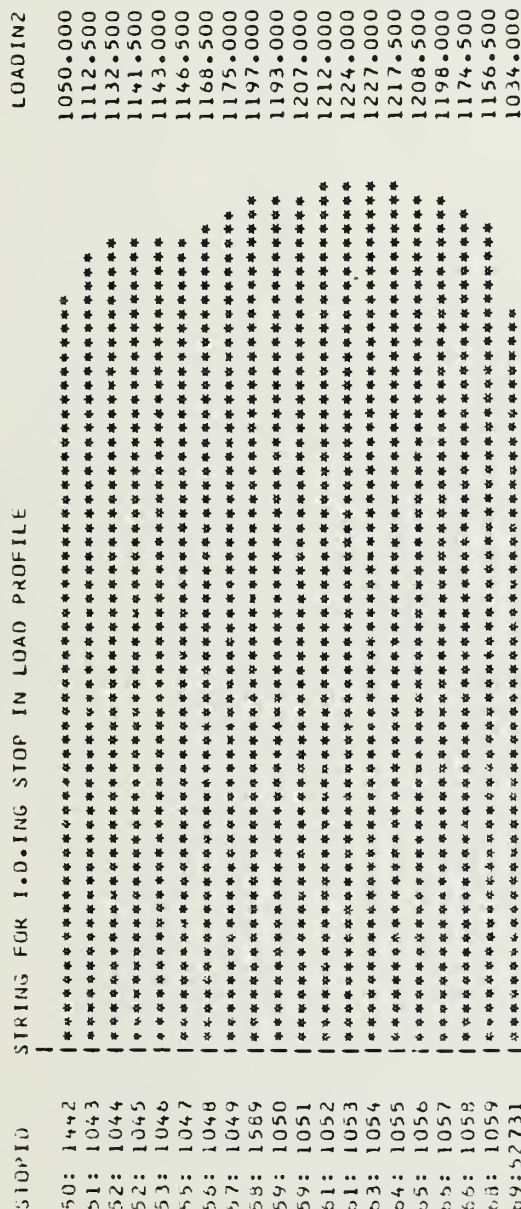
BAR CHART OF LOADING



CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=70 DIRECTION=INBOUND

BAR CHART OF LOADING



100 200 300 400 500 600 700 800 900 1000 1100 1200

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 22

ROUTE NUMBER=70.2 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STRING FOR LOADING STOP IN LOAD PROFILE



10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250

FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=70.2 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING FOR COMBINATION.

ROUTE NUMBER=83.1 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STRING FOR PLOTTING STOP IN LOAD PROFILE

LOADING

0.000  
1186.167  
1326.500  
1362.500  
1384.166  
1382.166  
1368.000  
1423.500  
1411.333  
1411.500  
1405.500  
1435.333  
1445.666  
1424.666  
1420.666  
1383.333  
1373.333  
1359.166  
1326.833  
1317.666  
1295.500  
1126.833  
1098.500  
1070.833  
1010.000  
982.000  
874.500  
788.500  
721.833  
503.000

STOP  
1: 2445  
2: 2446  
3: 2447  
4: 2448  
5: 2449  
6: 2450  
7: 2451  
8: 2452  
9: 2453  
10: 2454  
11: 2455  
12: 2456  
13: 2457  
14: 2457  
15: 2458  
16: 2459  
17: 2460  
18: 2456  
19: 2458  
20: 2459  
21: 2460  
22: 2460  
23: 2317  
24: 2318  
25: 2461  
26: 2461  
27: 2462  
28: 2462  
29: 2463  
30: 2425

100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400

FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=63.1 DIRECTION=INBOUND

BAR CHART OF LOADING



FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 27

ROUTE NUMBER=85 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STOPID STOP FOR L.D.ING STOP IN LOAD PROFILE

LOADIN2

1: 2221

0.0000

2: 2232

187.0000

3: 2521

198.0000

4: 2522

210.0000

5: 2523

214.0000

6: 2524

205.0000

7: 2525

202.0000

8: 2526

204.0000

9: 2527

192.0000

10: 2528

196.0000

11: 2530

188.0000

12: 2531

183.0000

13: 2612

159.0000

14: 2613

158.0000

15: 2614

148.0000

16: 2533

135.0000

17: 2532

110.0000

18: 2534

97.0000

20: .

38.0000

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210

FINAL STOP LOADING FOR COMBINATION.

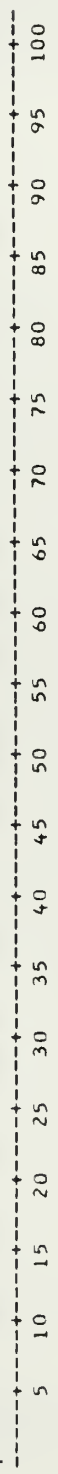
CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

ROUTE NUMBER=85 DIRECTION=INBOUND

BAR CHART OF LOADING

STRING FOR LOADING STOP IN LOAD PROFILE

STOPID	LOADIN2
1: 2519	0.0000
2: 2520	34.0000
3: 2507	58.0000
4: 2508	78.0000
5: 2574	82.0000
6: 2595	86.0000
7: 2510	86.0000
8: 2512	97.0000
9: 2513	98.0000
10: 2514	97.0000
11: 2515	102.0000
12: 2516	102.0000
13: 2517	101.0000
14: 2518	92.0000
15: 2228	80.0000
16: 2229	68.0000



FINAL STOP LOADING2 FOR CMBINATION.

ROUTE NUMBER=86.6 DIRECTION=OUTBOUND

BAR CHART OF LOADING

STOPID	STRING FOR LOADING STOP IN LOAD PROFILE	LOADING
1: 1111	*****	0.0000
1: 28741	*****	420.0000
2: 1112	*****	425.0000
3: 1113	*****	567.0000
4: 1114	*****	655.0000
5: 2553	*****	688.0000
5: 2755	*****	726.0000
6: 9426	*****	727.0000
7: 2559	*****	742.0000
8: 2560	*****	786.0000
9: 2561	*****	809.0000
10: 2562	*****	826.0000
10: 2610	*****	840.0000
11: 2563	*****	839.0000
12: 2564	*****	836.0000
12: 2613	*****	764.0000
13: 2565	*****	764.0000
13: 2615	*****	712.0000
14: 2566	*****	714.0000
14: 2616	*****	520.0000
15: 2567	*****	519.0000
16: 2568	*****	503.0000
16: 2569	*****	502.0000
16: 2548	*****	492.0000
18: 2570	*****	483.0000
19: 2549	*****	482.0000
19: 2571	*****	466.0000
20: 2550	*****	471.0000
20: 25711	*****	504.0000
21: 25712	*****	519.0000
22: 25713	*****	510.0000
23: 9584	*****	508.0000
23: 25714	*****	443.0000
24: 2553	*****	442.0000
24: 2773	*****	443.0000
25: 2554	*****	441.0000
25: 2774	*****	451.0000
26: 2555	*****	449.0000
26: 2775	*****	431.0000
27: 2776	*****	430.0000
28: 2777	*****	410.0000
29: 2778	*****	398.0000
30: 2648	*****	387.0000
30: 2779	*****	373.0000
31: 2780	*****	361.0000
32: 964	*****	346.0000
32: 2874	*****	319.0000
33: 965	*****	314.0000
	-----+-----	4.0000

CENTRAL NORTH FUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 30

ROUTE NUMBER=80.6 DIRECTION=INBOUND

50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800
----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 31

ROUTE NUMBER=86.6 DIRECTION=INBOUND

BAR CHART OF LOADING

STRING FOR I.D.I.G. STOP IN LOAD PROFILE



FINAL STOP LOADING FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 32

ROUTE NUMBER=91 DIRECTION=OUTBOUND

BAR CHART OF LOADING2

STRING FOR LOADING STOP IN LOAD PROFILE

STUPIO	LOADING2
1: 2445	0.0000
2: 2446	655.0000
3: 2447	763.5000
4: 2448	792.0000
5: 2449	810.5000
6: 2450	806.0000
7: 2451	776.0000
8: 2768	745.0000
9: 2769	738.0000
10: 2530	740.5000
11: 2531	673.0000
12: 2773	624.5000
13: 2774	639.0000
14: 2775	591.0000
15: 2776	582.5000
16: 2777	553.5000
17: 2778	525.5000
18: 2779	505.5000
19: 2780	486.5000
20: 2874	465.0000

50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800

FINAL STOP LOADING2 FOR COMBINATION.

CENTRAL NORTH BUS  
WEEKDAY LOAD PROFILE  
BY ROUTE, DIRECTION

11:17 THURSDAY, APRIL 28, 1988 33

ROUTE NUMBER=91 DIRECTION=INBOUND

BAR CHART OF LOADING

STRING FOR LOADING STOP IN LOAD PROFILE

STOPID	LOADIN2
1: 28741	0.0000
2: 2756	466.0000
3: 2757	507.5000
4: 2753	513.5000
5: 2759	517.5000
6: 2760	550.0000
7: 2761	577.5000
8: 2762	589.5000
9: 2763	683.5000
10: 2610	680.0000
11: 2612	675.0000
12: 2511	655.0000
13: 2512	755.5000
14: 2765	756.5000
15: 2766	756.0000
16: 2767	754.0000
17: 2439	719.0000
18: 2440	772.0000
19: 2441	768.0000
20: 2442	747.5000
21: 2443	713.5000
22: 2444	473.5000
23: *	11.0000

30 60 90 120 150 180 210 240 270 300 330 360 390 420 450 480 510 540 570 600 630 660 690 720 750

FINAL STOP LOADING FOR COMBINATION.

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**APPENDIX M**  
**FINANCIAL STATISTICS: OPERATING COSTS AND REVENUES**

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**Central North Bus Study  
Daily Bus Operating Cost and Revenue Statistics**

	Description	Daily Round Trips	Daily Ridership	Weekday Cost	Weekday Revenue	Net Cost (Cost-Rev)	Revenue to Cost Ratio	Net Cost Per Trip	Net Cost Per Pass.
<b>Route 1</b>	Harvard - Dudley	135.5	15861	\$6,955	\$5,885	\$1,070	84.6%	\$7.90	\$0.07
<b>Route 47</b>	Central Sq - Dudley - BCH	81.5	7763	\$3,382	\$2,937	\$444	86.9%	\$5.45	\$0.06
<b>Route 57</b>	Watertown Sq - Kenmore	126.5	9942	\$3,211	\$3,735	(\$524)	116.3%	(\$4.15)	(\$0.05)
<b>Route 60</b>	Chestnut Hill - Kenmore S	59.5	2373	\$1,321	\$886	\$435	67.1%	\$7.31	\$0.18
<b>Route 63</b>	Cleveland Circ - Central S	41.5	2362	\$1,373	\$943	\$430	68.7%	\$10.37	\$0.18
<b>Route 64</b>	Oak Sq - Central Sq	35.0	1540	\$1,173	\$586	\$587	49.9%	\$16.78	\$0.38
<b>Route 65</b>	Brighton Ctr - Kenmore Sc	29.0	1899	\$629	\$708	(\$79)	112.5%	(\$2.71)	(\$0.04)
<b>Route 66</b>	Union Square - Dudley	95.5	9149	\$2,266	\$3,450	(\$1,185)	152.3%	(\$12.41)	(\$0.13)
<b>Route 69</b>	Harvard - Lechmere	59.5	3390	\$1,621	\$1,329	\$291	82.0%	\$4.90	\$0.09
<b>Route 70</b>	Cedarwood - Central Sq	57.0	5904	\$3,252	\$2,317	\$934	71.3%	\$16.39	\$0.16
<b>Route 83</b>	Rindge Ave - Central Sq	53.0	4468	\$1,626	\$1,592	\$34	97.9%	\$0.64	\$0.01
<b>Route 85</b>	Spring Hill - Kendall Sq	20.0	449	\$404	\$166	\$239	40.9%	\$11.94	\$0.53
<b>Route 86</b>	Union Square - Sullivan S	46.5	3260	\$1,761	\$1,194	\$566	67.8%	\$12.18	\$0.17
<b>Route 91</b>	Sullivan Sq - Central Sq	55.0	2339	\$1,164	\$885	\$279	76.0%	\$5.08	\$0.12
<b>Total/Average</b>		<b>895.0</b>	<b>70699</b>	<b>\$30,137</b>	<b>\$26,614</b>	<b>\$3,523</b>	<b>88.3%</b>		

**Notes:**

1. Weekday costs based upon March 1986 Cost/Trip figures supplied by the MBTA, times the number of daily trips in the fall 1984 schedule.
2. Revenue estimates based upon derived average fare by route and fare type using 1984 (and still current) fare levels. Fare type information from CN Bus survey, fall 1984.

10/31/86



**COST ESTIMATES FOR CN BUS ROUTES**  
(Daily Costs - based on Fall 1984 Schedules, March 1986 MBTA Costs)

	Early AM	AM Peak	Mid-day	School Peak	PM Peak	Early Evening	Night	Total
<b>Route 1.0</b>								
Cost/Trip	\$46.77	\$49.51	\$53.52	\$56.25	\$54.65	\$46.58	\$46.58	
Trips/Period	8.5	19.5	37.0	16.5	20.0	13.5	18.5	133.5
Cost/Period	\$397.55	\$965.45	\$1,980.24	\$928.13	\$1,093.00	\$628.83	\$861.73	\$6,855
<b>Route 1.1</b>								
Cost/Trip							\$49.83	
Trips/Period							2.0	2.0
Cost/Period							\$99.66	\$100
<b>Route 1 - Both Variations</b>								
Cost/Period	\$397.55	\$965.45	\$1,980.24	\$928.13	\$1,093.00	\$628.83	\$961.39	\$6,955
<b>Route 47.0</b>								
Cost/Trip	\$39.84	\$45.60	\$48.05	\$48.45	\$47.07	\$38.62	\$38.62	
Trips/Period	4.5	6.0	15.0	7.0	7.0	4.0	10.0	53.5
Cost/Period	\$179.28	\$273.60	\$720.75	\$339.15	\$329.49	\$154.48	\$386.20	\$2,383
<b>Route 47.4</b>								
Cost/Trip	\$36.50	\$35.43	\$35.97	\$36.26	\$35.26	\$35.27		
Trips/Period	2.0	12.5	1.0	6.0	6.0	0.5		28.0
Cost/Period	\$73.00	\$442.88	\$35.97	\$217.56	\$211.56	\$17.64		\$999
<b>Route 47 - Both Variations</b>								
Cost/Period	\$252.28	\$716.48	\$756.72	\$556.71	\$541.05	\$172.12	\$386.20	\$3,382
<b>Route 57</b>								
Cost/Trip	\$27.77	\$26.48	\$25.20	\$27.98	\$27.68	\$21.59	\$21.59	
Trips/Period	6.0	18.0	36.0	17.5	18.5	13.0	17.5	126.5
Cost/Period	\$166.62	\$476.64	\$907.20	\$489.65	\$512.08	\$280.67	\$377.83	\$3,211
<b>Route 60.0</b>								
Cost/Trip	\$20.47	\$24.06	\$24.47	\$25.92	\$26.80	\$20.05	\$20.05	
Trips/Period	4.5	1.0	11.0	10.0	0.5	4.5	6.5	38.0
Cost/Period	\$92.12	\$24.06	\$269.17	\$259.20	\$13.40	\$90.23	\$130.33	\$878
<b>Route 60.1</b>								
Cost/Trip		\$16.69	\$17.31	\$19.13	\$19.30			
Trips/Period		4.0	0.5	0.5	4.0			9.0
Cost/Period		\$66.76	\$8.66	\$9.57	\$77.20			\$162
<b>Route 60.2</b>								
Cost/Trip						\$4.20		
Trips/Period						0.5		0.5
Cost/Period						\$2.10		\$2
<b>Route 60.3</b>								
Cost/Trip	\$23.54					\$23.83	\$23.83	
Trips/Period	1.0					0.5	1.0	2.5
Cost/Period	\$23.54					\$11.92	\$23.83	\$59
<b>Route 60.4</b>								
Cost/Trip		\$21.70			\$24.55			
Trips/Period		5.0			4.5			9.5
Cost/Period		\$108.50			\$110.48			\$219
<b>Route 60 - All Variations</b>								
Cost/Period	\$115.66	\$199.32	\$277.83	\$268.77	\$201.08	\$104.24	\$154.16	\$1,321

	Early AM	AM Peak	Mid-day	School Peak	PM Peak	Early Evening	Night	Total
<b>Route 63.0</b>								
Cost/Trip	\$28.29	\$32.52	\$31.19	\$37.83	\$35.79	\$28.74		
Trips/Period	4.0	6.0	11.5	5.0	6.0	3.0		35.5
Cost/Period	\$113.16	\$195.12	\$358.69	\$189.15	\$214.74	\$86.22		\$1,157
<b>Route 63.1</b>								
Cost/Trip						\$36.07	\$36.07	
Trips/Period						0.5	5.5	6.0
Cost/Period						\$18.04	\$198.39	\$216
<b>Route 63 - Both Variations</b>								
Cost/Period	\$113.16	\$195.12	\$358.69	\$189.15	\$214.74	\$104.26	\$198.39	\$1,373
<b>Route 64.5</b>								
Cost/Trip	\$30.74	\$33.74	\$33.14	\$33.51	\$37.13	\$31.24		
Trips/Period	3.5	6.0	11.0	4.5	6.0	4.0		35.0
Cost/Period	\$107.59	\$202.44	\$364.54	\$150.80	\$222.78	\$124.96		\$1,173
<b>Route 65.0</b>								
Cost/Trip	\$21.86	\$21.27	\$20.66	\$22.52	\$24.19	\$20.69		
Trips/Period	0.5	6.0	11.5	4.5	5.0	1.5		29.0
Cost/Period	\$10.93	\$127.62	\$237.59	\$101.34	\$120.95	\$31.04		\$629
<b>Route 66.0</b>								
Cost/Trip	\$17.31	\$22.81	\$24.87	\$29.22	\$27.93	\$18.55	\$18.55	
Trips/Period	9.0	15.5	27.5	13.0	13.5	6.5	10.5	95.5
Cost/Period	\$155.79	\$353.56	\$683.93	\$379.86	\$377.06	\$120.58	\$194.78	\$2,266
<b>Route 69.0</b>								
Cost/Trip	\$24.19	\$27.40	\$27.72	\$28.08	\$30.16	\$25.35	\$25.35	
Trips/Period	3.5	7.5	15.5	9.5	8.0	6.0	9.5	59.5
Cost/Period	\$84.67	\$205.50	\$429.66	\$266.76	\$241.28	\$152.10	\$240.83	\$1,621
<b>Route 70.0</b>								
Cost/Trip	\$58.28	\$66.55	\$65.64	\$66.36	\$68.05	\$59.17	\$59.17	
Trips/Period	4.5	6.0	10.5	6.5	6.0	5.5	4.0	43.0
Cost/Period	\$262.26	\$399.30	\$689.22	\$431.34	\$408.30	\$325.44	\$236.68	\$2,753
<b>Route 70.2</b>								
Cost/Trip	\$29.13	\$36.51	\$34.04	\$34.44	\$38.27	\$29.61	\$29.61	
Trips/Period	2.0	4.0	1.0	1.0	4.0	0.5	0.5	13.0
Cost/Period	\$58.26	\$146.04	\$34.04	\$34.44	\$153.08	\$14.81	\$14.81	\$455
<b>Route 70.3</b>								
Cost/Trip							\$43.76	
Trips/Period							1.0	1.0
Cost/Period							\$43.76	\$44
<b>Route 70 - All Variations</b>								
Cost/Period	\$320.52	\$545.34	\$723.26	\$465.78	\$561.38	\$340.24	\$295.25	\$3,252
<b>Route 83.1</b>								
Cost/Trip	\$29.92	\$30.28	\$29.54	\$29.91	\$33.82	\$30.50	\$30.50	
Trips/Period	5.0	10.0	11.0	7.5	9.0	5.0	5.5	53.0
Cost/Period	\$149.60	\$302.80	\$324.94	\$224.33	\$304.38	\$152.50	\$167.75	\$1,626

	Early AM	AM Peak	Mid-day	School Peak	PM Peak	Early Evening	Night	Total
<b>Route 85.0</b>								
Cost/Trip	\$18.02	\$19.95	\$20.46	\$20.72	\$20.98	\$18.96		
Trips/Period	1.5	4.0	7.5	3.0	3.0	1.0		20.0
Cost/Period	\$27.03	\$79.80	\$153.45	\$62.16	\$62.94	\$18.96		\$404
<b>Route 86.6</b>								
Cost/Trip	\$30.75	\$39.27	\$40.26	\$40.76	\$41.31	\$31.74	\$31.74	
Trips/Period	4.5	8.0	11.0	6.5	8.0	3.5	5.0	46.5
Cost/Period	\$138.38	\$314.16	\$442.86	\$264.94	\$330.48	\$111.09	\$158.70	\$1,761
<b>Route 91.0</b>								
Cost/Trip	\$19.16	\$22.49	\$20.75	\$22.18	\$23.55	\$18.64	\$18.64	
Trips/Period	3.5	8.0	19.5	8.0	7.5	3.5	5.0	55.0
Cost/Period	\$67.06	\$179.92	\$404.63	\$177.44	\$176.63	\$65.24	\$93.20	\$1,164
<b>Totals</b>								
Trips/Period	68.0	147.0	238.0	126.5	136.5	77.0	102.0	895.0
Cost/Period	\$2,107	\$4,864	\$8,046	\$4,526	\$4,960	\$2,407	\$3,228	\$30,137



Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>Route 1</b>					
Adult Cash		41.1%	6519	\$0.500	\$3,259
Adult Pass					
A Pass	70.3%	31.2%	4951	\$0.321	\$1,589
C Pass	24.5%	10.9%	1725	\$0.286	\$493
D Pass	5.2%	2.3%	366	\$0.286	\$105
E Pass	0.0%	0.0%	0	\$0.286	\$0
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	44.4%	7042	\$0.311	\$2,187
Senior Cash		3.3%	523	\$0.100	\$52
Handicapped		0.9%	143	\$0.100	\$14
Child Cash		8.5%	1348	\$0.250	\$337
Student Pass		1.2%	190	\$0.179	\$34
Other		0.6%	95	\$0.000	\$0
<b>Total</b>		100.0%	<b>15861</b>	<b>\$0.371</b>	<b>\$5885</b>
<b>Route 47</b>					
Adult Cash		48.9%	3796	\$0.500	\$1,898
Adult Pass					
A Pass	57.6%	21.9%	1699	\$0.321	\$545
C Pass	31.2%	11.9%	920	\$0.286	\$263
D Pass	8.0%	3.0%	236	\$0.286	\$67
E Pass	3.3%	1.3%	97	\$0.286	\$28
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.1%	38.0%	2950	\$0.306	\$904
Senior Cash		2.4%	186	\$0.100	\$19
Handicapped		3.6%	279	\$0.100	\$28
Child Cash		3.0%	233	\$0.250	\$58
Student Pass		2.2%	171	\$0.179	\$31
Other		2.0%	155	\$0.000	\$0
<b>Total</b>		100.1%	<b>7763</b>	<b>\$0.378</b>	<b>\$2937</b>
<b>Route 57</b>					
Adult Cash		46.8%	4653	\$0.500	\$2,326
Adult Pass					
A Pass	53.0%	21.2%	2108	\$0.321	\$677
C Pass	38.3%	15.3%	1523	\$0.286	\$436
D Pass	6.2%	2.5%	247	\$0.286	\$71
E Pass	2.1%	0.8%	84	\$0.286	\$24
F Pass	0.4%	0.2%	16	\$0.286	\$5
Total Pass	100.0%	40.0%	3977	\$0.305	\$1,211
Senior Cash		4.7%	467	\$0.100	\$47
Handicapped		0.1%	10	\$0.100	\$1
Child Cash		1.3%	129	\$0.250	\$32
Student Pass		6.6%	656	\$0.179	\$117
Other		0.4%	40	\$0.000	\$0
<b>Total</b>		99.9%	<b>9942</b>	<b>\$0.376</b>	<b>\$3735</b>

Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>Route 60</b>					
Adult Cash		49.3%	1170	\$0.500	\$585
Adult Pass					
A Pass	51.9%	18.7%	445	\$0.321	\$143
C Pass	35.0%	12.6%	300	\$0.286	\$86
D Pass	7.5%	2.7%	64	\$0.286	\$18
E Pass	2.6%	0.9%	22	\$0.286	\$6
F Pass	2.9%	1.0%	25	\$0.286	\$7
Total Pass	99.9%	36.1%	857	\$0.304	\$260
Senior Cash		7.9%	187	\$0.100	\$19
Handicapped		2.1%	50	\$0.100	\$5
Child Cash		2.5%	59	\$0.250	\$15
Student Pass		0.6%	14	\$0.179	\$3
Other		1.5%	36	\$0.000	\$0
<b>Total</b>		100.0%	<b>2373</b>	<b>\$0.374</b>	<b>\$886</b>
<b>Route 63</b>					
Adult Cash		58.4%	1379	\$0.500	\$690
Adult Pass					
A Pass	34.2%	10.4%	246	\$0.321	\$79
C Pass	60.8%	18.5%	437	\$0.286	\$125
D Pass	0.0%	0.0%	0	\$0.286	\$0
E Pass	0.0%	0.0%	0	\$0.286	\$0
F Pass	5.0%	1.5%	36	\$0.286	\$10
Total Pass	100.0%	30.4%	718	\$0.298	\$214
Senior Cash		6.7%	158	\$0.100	\$16
Handicapped		0.0%	0	\$0.100	\$0
Child Cash		2.6%	61	\$0.250	\$15
Student Pass		2.0%	47	\$0.179	\$8
Other		0.0%	0	\$0.000	\$0
<b>Total</b>		100.1%	<b>2362</b>	<b>\$0.399</b>	<b>\$943</b>
<b>Route 64</b>					
Adult Cash		49.5%	762	\$0.500	\$381
Adult Pass					
A Pass	38.2%	14.9%	229	\$0.321	\$73
C Pass	47.3%	18.4%	283	\$0.286	\$81
D Pass	5.9%	2.3%	35	\$0.286	\$10
E Pass	5.1%	2.0%	31	\$0.286	\$9
F Pass	3.5%	1.4%	21	\$0.286	\$6
Total Pass	100.0%	38.9%	599	\$0.299	\$179
Senior Cash		4.7%	72	\$0.100	\$7
Handicapped		1.3%	20	\$0.100	\$2
Child Cash		1.8%	28	\$0.250	\$7
Student Pass		3.3%	51	\$0.179	\$9
Other		0.4%	6	\$0.000	\$0
<b>Total</b>		99.9%	<b>1540</b>	<b>\$0.380</b>	<b>\$586</b>

Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>Route 65</b>					
Adult Cash		46.7%	887	\$0.500	\$443
Adult Pass					
A Pass	67.7%	25.3%	480	\$0.321	\$154
C Pass	29.0%	10.8%	205	\$0.286	\$59
D Pass	3.3%	1.2%	23	\$0.286	\$7
E Pass	0.0%	0.0%	0	\$0.286	\$0
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	37.3%	708	\$0.310	\$219
Senior Cash		6.9%	131	\$0.100	\$13
Handicapped		2.4%	46	\$0.100	\$5
Child Cash		3.8%	72	\$0.250	\$18
Student Pass		2.8%	53	\$0.179	\$10
Other		0.0%	0	\$0.000	\$0
<b>Total</b>		99.9%	<b>1899</b>	<b>\$0.373</b>	<b>\$708</b>

<b>Route 66</b>					
Adult Cash		50.6%	4629	\$0.500	\$2,315
Adult Pass					
A Pass	64.3%	18.8%	1724	\$0.321	\$553
C Pass	32.7%	9.6%	877	\$0.286	\$251
D Pass	1.5%	0.4%	40	\$0.286	\$12
E Pass	1.5%	0.4%	40	\$0.286	\$12
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	29.3%	2681	\$0.309	\$827
Senior Cash		5.4%	494	\$0.100	\$49
Handicapped		1.8%	165	\$0.100	\$16
Child Cash		6.6%	604	\$0.250	\$151
Student Pass		5.6%	512	\$0.179	\$92
Other		0.6%	55	\$0.000	\$0
<b>Total</b>		99.9%	<b>9149</b>	<b>\$0.377</b>	<b>\$3450</b>

<b>Route 69</b>					
Adult Cash		57.9%	1963	\$0.500	\$981
Adult Pass					
A Pass	51.9%	13.3%	450	\$0.321	\$145
C Pass	32.7%	8.4%	284	\$0.286	\$81
D Pass	10.3%	2.6%	89	\$0.286	\$26
E Pass	2.5%	0.6%	22	\$0.286	\$6
F Pass	2.5%	0.6%	22	\$0.286	\$6
Total Pass	99.9%	25.6%	868	\$0.304	\$264
Senior Cash		2.5%	85	\$0.100	\$8
Handicapped		3.8%	129	\$0.100	\$13
Child Cash		4.7%	159	\$0.250	\$40
Student Pass		3.8%	129	\$0.179	\$23
Other		1.7%	58	\$0.000	\$0
<b>Total</b>		100.0%	<b>3390</b>	<b>\$0.392</b>	<b>\$1329</b>

Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>Route 70</b>					
Adult Cash (1 - 2 zones)		33.0%	1948	\$0.500	\$974
Adult Cash (3 zones)		12.7%	750	\$0.750	\$562
Adult Pass					
A Pass	41.1%	11.5%	679	\$0.321	\$218
C Pass	49.3%	13.8%	815	\$0.286	\$233
D Pass	3.1%	0.9%	51	\$0.286	\$15
E Pass	4.8%	1.3%	79	\$0.286	\$23
F Pass	1.7%	0.5%	28	\$0.286	\$8
Total Pass	100.0%	28.0%	1653	\$0.300	\$497
Senior Cash (1 - 2 zones)		4.3%	252	\$0.100	\$25
Senior Cash (3 zones)		0.9%	55	\$0.350	\$19
Handicapped (1-2 zones)		4.3%	251	\$0.100	\$25
Handicapped (3 zones)		0.4%	21	\$0.350	\$7
Child Cash (1 -2 zones)		8.7%	514	\$0.250	\$129
Child Cash (3 zones)		0.3%	17	\$0.350	\$6
Student Pass		6.9%	407	\$0.179	\$73
Other		0.6%	35	\$0.000	\$0
<b>Total</b>		100.0%	<b>5904</b>	<b>\$0.393</b>	<b>\$2317</b>

<b>Route 83</b>					
Adult Cash		44.5%	1988	\$0.500	\$994
Adult Pass					
A Pass	49.3%	17.0%	760	\$0.321	\$244
C Pass	46.4%	16.0%	715	\$0.286	\$205
D Pass	4.3%	1.5%	66	\$0.286	\$19
E Pass	0.0%	0.0%	0	\$0.286	\$0
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	34.5%	1541	\$0.303	\$467
Senior Cash		8.5%	380	\$0.100	\$38
Handicapped		4.7%	210	\$0.100	\$21
Child Cash		5.2%	232	\$0.250	\$58
Student Pass		1.7%	76	\$0.179	\$14
Other		0.9%	40	\$0.000	\$0
<b>Total</b>		100.0%	<b>4468</b>	<b>\$0.356</b>	<b>\$1592</b>

Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>Route 85</b>					
Adult Cash		43.6%	196	\$0.500	\$98
Adult Pass					
A Pass	70.8%	29.9%	134	\$0.321	\$43
C Pass	27.3%	11.5%	52	\$0.286	\$15
D Pass	1.3%	0.5%	2	\$0.286	\$1
E Pass	0.6%	0.3%	1	\$0.286	\$0
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	42.2%	189	\$0.311	\$59
Senior Cash		7.3%	33	\$0.100	\$3
Handicapped		0.0%	0	\$0.100	\$0
Child Cash		0.0%	0	\$0.250	\$0
Student Pass		6.8%	31	\$0.179	\$5
Other		0.0%	0	\$0.000	\$0
<b>Total</b>		99.9%	<b>449</b>	<b>\$0.369</b>	<b>\$166</b>
<b>Route 86</b>					
Adult Cash		38.5%	1255	\$0.500	\$628
Adult Pass					
A Pass	62.8%	32.0%	1042	\$0.321	\$335
C Pass	32.7%	16.6%	543	\$0.286	\$155
D Pass	3.7%	1.9%	61	\$0.286	\$18
E Pass	0.8%	0.4%	13	\$0.286	\$4
F Pass	0.0%	0.0%	0	\$0.286	\$0
Total Pass	100.0%	50.9%	1659	\$0.308	\$511
Senior Cash		3.0%	98	\$0.100	\$10
Handicapped		1.0%	33	\$0.100	\$3
Child Cash		2.5%	82	\$0.250	\$20
Student Pass		3.8%	124	\$0.179	\$22
Other		0.3%	10	\$0.000	\$0
<b>Total</b>		100.0%	<b>3260</b>	<b>\$0.366</b>	<b>\$1194</b>
<b>Route 91</b>					
Adult Cash		45.7%	1069	\$0.500	\$534
Adult Pass					
A Pass	62.3%	27.4%	641	\$0.321	\$206
C Pass	33.7%	14.8%	347	\$0.286	\$99
D Pass	1.8%	0.8%	19	\$0.286	\$5
E Pass	0.0%	0.0%	0	\$0.286	\$0
F Pass	2.2%	1.0%	23	\$0.286	\$6
Total Pass	100.0%	44.0%	1029	\$0.308	\$317
Senior Cash		4.5%	105	\$0.100	\$11
Handicapped		1.4%	33	\$0.100	\$3
Child Cash		3.0%	70	\$0.250	\$18
Student Pass		0.5%	12	\$0.179	\$2
Other		1.0%	23	\$0.000	\$0
<b>Total</b>		100.1%	<b>2339</b>	<b>\$0.378</b>	<b>\$885</b>

Central North Bus Study  
Revenue Estimates for CN Bus Routes  
(Fall 1984 Daily Revenue - based upon CN Survey Data)

	% Breakdwn of Pass Use	Ridership by Fare Type	Number of Riders	Average Fare (1)	Revenue by Fare Type
<b>All CN Routes Combined</b>					
Adult Cash		43.9%	31016	\$0.500	\$15,696
Adult Pass					
A Pass	58.9%	22.0%	15587	\$0.321	\$5,003
C Pass	34.1%	12.8%	9026	\$0.286	\$2,581
D Pass	4.9%	1.8%	1301	\$0.286	\$372
E Pass	1.5%	0.6%	389	\$0.286	\$111
F Pass	0.6%	0.2%	170	\$0.286	\$49
Total Pass	100.0%	37.4%	26472	\$0.307	\$8,117
Senior Cash		4.5%	3173	\$0.100	\$317
Handicapped		1.6%	1137	\$0.100	\$119
Child Cash		4.4%	3095	\$0.250	\$775
Student Pass		3.5%	2473	\$0.179	\$443
Other		0.8%	553	\$0.000	\$0
<b>Total</b>		<b>96.1%</b>	<b>70699</b>	<b>\$0.376</b>	<b>\$26614</b>

(1) Average fare for pass use based upon 56 trips per month. All \$18 of A Pass revenue attributed to local bus; \$16 of other adult pass revenue attributed to local bus service.

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APPENDIX N  
SURVEY DATA

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CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	784	0	0	0
ADULT CASH FARE	32939	46.6	32939	46.6
ADULT MONTH PASS	26317	37.2	59256	83.9
SENIOR CITIZEN	3069	4.3	62325	88.2
PANICAPPED	1391	2.0	63716	90.2
CHILD CASH	3901	5.5	67617	95.7
STUDENT PASS	2429	3.4	70046	99.1
OTHER	611	0.9	70657	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	49799	0	0	0
A	12572	56.1	12572	56.1
C	7643	35.3	20215	93.4
D	1022	4.7	21237	98.1
E	282	1.3	21519	99.4
F	123	0.6	21642	100.0

INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2999	0	0	0
WALKED	42448	62.0	42448	62.0
BUS TRANSFER	12958	17.6	54506	79.6
RAIL TRANSIT	12752	18.6	67258	98.3
PARK AND RIDE	277	0.4	67535	98.7
KISS AND RIDE	670	1.0	68205	99.7
BICYCLE	74	0.1	68279	99.8
TAXI	99	0.1	68378	99.9
OTHER	64	0.1	68442	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## OUTER AREA MODE TO OR FROM STOP

ULTIMATE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2670			
WALKED	53025	77.1	53025	77.1
BUS TRANSFER	10274	14.9	63299	92.0
RAIL TRANSIT	3049	5.3	66348	97.3
PARK AND RIDE	596	0.9	67544	98.2
KISS AND RIDE	687	1.0	68231	99.2
TAXI	203	0.3	68434	99.5
OTHER	337	0.5	68771	100.0

CENTRAL NORTH BUS STUDY  
4-DAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	62045	0.6	0	0.6
8	337	0.3	337	3.6
15	26	0.0	363	3.9
19	293	3.1	656	7.0
22	74	0.8	735	7.8
23	497	5.3	1232	13.1
23	576	6.1	1808	19.2
41	10	0.1	1818	19.3
42	81	0.9	1899	20.2
44	611	6.5	2510	26.7
45	135	1.4	2645	28.2
47	210	2.2	2855	30.4
51	19	0.2	2874	30.6
52	65	0.7	2939	31.3
53	119	1.3	3058	32.5
53	41	0.4	3099	33.0
56	43	0.5	3142	33.4
57	856	9.1	3998	42.6
58	33	0.4	4031	42.9
59	26	0.3	4059	43.2
61	71	0.8	4130	44.0
61	39	0.4	4169	44.4
63	166	1.8	4335	46.1
64	332	3.5	4667	49.7
67	148	1.6	4785	50.9
65	331	3.5	5115	54.4
67	139	1.5	5255	55.9
70	381	4.1	5636	60.0
71	353	3.8	5989	63.7
73	306	3.3	6295	67.0
74	258	2.7	6553	69.7
76	21	0.2	6574	70.0
77	920	9.8	7494	79.8
78	300	3.2	7794	83.0
81	104	1.1	7898	84.1
83	427	4.5	8325	88.6
86	274	2.9	8599	91.5
87	5	0.1	8604	91.6
88	12	0.1	8616	91.7
89	54	0.6	8670	92.3
91	203	2.2	8873	94.4
92	8	0.1	8881	94.5
93	71	0.8	8952	95.3
94	16	0.2	8968	95.4
95	45	0.5	9013	95.9
96	94	1.0	9107	96.9
101	27	0.3	9134	97.2
104	92	1.0	9226	98.2
109	8	0.1	9234	98.3
302	51	0.5	9285	98.8
304	87	0.9	9372	99.7

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FRUITS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
305	24	0.3	936	100.0

FRUITS	FREQUENCY	PERCENT	FREQUENCY	PERCENT
305	24	0.3	936	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

ROUTE TRANSFERRED TO

YORK	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	60212	5.3	597	5.3
11	597	0.4	642	5.7
15	45	2.0	804	7.7
19	222	0.9	965	8.6
22	101	4.4	1463	13.0
23	498	3.1	1813	16.1
23	350	0.7	1890	16.8
41	77	15.5	3627	32.3
42	1737	0.5	3084	32.8
43	57	2.4	3955	35.2
44	271	0.2	3975	35.4
45	20	0.3	4006	35.7
46	31	0.2	4424	39.6
47	418	0.9	4451	41.5
51	27	0.5	4550	41.3
52	99	0.6	4635	42.0
53	85	0.4	4662	47.7
54	27	0.5	4719	48.2
55	57	0.9	5361	49.0
57	642	4.2	5407	53.2
58	40	0.5	5534	53.7
59	97	0.7	5978	56.4
60	474	0.7	6038	57.1
61	63	2.1	6251	59.2
63	213	0.2	6329	60.2
64	70	0.5	6411	63.8
65	82	0.6	6644	67.6
66	233	0.6	6701	68.3
68	57	5.6	6757	73.9
69	56	1.5	7169	75.4
70	412	0.2	7593	75.7
71	424	8.6	7665	84.2
72	72	1.1	8259	87.3
73	634	0.8	8467	88.1
74	160	2.8	8495	89.9
75	20	1.1	9400	90.7
77	965	0.6	9578	91.3
78	118	0.4	9665	91.7
80	67	1.0	9979	92.7
83	314	1.2	10097	93.9
84	110	0.2	10185	94.1
86	88	0.8	10250	94.9
87	65	0.6	10292	95.0
88	42	1.0	10409	96.0
89	117	1.1	10545	97.2
91	136	0.2	10563	97.6
92	10	0.1	10657	97.7
93	94	1.0	10664	97.8
94	7	1.0	10780	97.9
95	116	1.1	10909	98.0
96	129	1.1		98.2

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
101	123	1.1	11032	98.2
104	76	0.7	11108	98.9
105	24	0.2	11132	99.1
304	32	0.3	11164	99.4
309	39	0.3	11203	99.8
999	26	0.2	11229	100.0

## TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	10656	.	.	.
HB WORK	30295	49.8	30295	49.8
HB SCHOOL	10050	16.5	40345	66.4
HB SHOPPING	9377	5.0	49722	71.9
HB OTHER	6055	10.0	49777	81.9
NON HB	11006	18.1	60785	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

10:10 THURSDAY, APRIL 23, 1987

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TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	5912	0.0	511	0.0
BOSTON IN GENRL.	511	0.0	564	0.0
ALLINGTON	53	0.1	616	0.0
BELMONT	46	0.1	629	0.0
BRAINTREE	19	0.0	904	1.0
OTHER TOWNS	275	0.4	4063	6.2
BROOKLINE	3159	4.0	10352	28.0
CAMBRIDGE	14289	21.8	16410	28.1
CHelsea	58	0.1	18492	28.2
LEOHAM	82	0.1	18515	28.3
EVERETT	23	0.0	18611	28.4
LYNN	96	0.1	18742	28.6
MALDEN	131	0.2	18855	28.6
MELFORD	113	0.2	18863	28.8
MELROSE	8	0.0	18874	28.8
MILTON	11	0.0	19292	29.4
NEWTON	418	0.6	19388	29.6
QUINCY	96	0.1	19395	29.6
REVERE	11	0.0	20823	31.8
SCARVILLE	1424	2.2	21227	32.4
WALTHAM	404	0.6	22974	35.1
WATERLOO	1747	2.7	22987	35.1
WYOMOUTH	13	0.0	23006	35.1
WINTHROP	19	0.0	25353	38.7
BACKBAY	2347	3.6	25802	39.4
BEACON HILL	449	0.7	27262	41.6
FINANCIAL/RETAIL	1460	2.2	26084	42.9
GEVI CENTER	622	1.3	28211	43.1
NORTH END	127	0.2	28577	43.6
PARK SQUARE	360	0.6	30377	46.4
PRUDENTIAL	1800	2.7	34232	52.2
SOUTH END	3855	5.9	34539	52.7
WATERFRONT	307	0.5	40297	61.5
ALLSTON/BRIGHTON	5758	8.8	40409	61.7
CHARLESTOWN	112	0.2	40531	61.9
EAST BOSTON	122	0.2	53287	81.3
FENWAY/PARK HILL	12756	19.5	53499	81.6
HYDE PARK	212	0.3	54918	83.9
JAMAICA PLAIN	1419	2.2	54942	83.9
LUGAN AIRPORT	24	0.0	55374	84.5
MATTAPAN	432	0.7	57768	88.2
NORTH DORCHESTER	2394	3.7	57817	88.2
ROSLINDALE	49	0.1	63605	97.1
Roxbury	5788	8.8	63979	97.5
SOUTH BOSTON	374	0.6	65303	99.7
SOUTH DORCHESTER	1324	2.0	65472	99.9
WEST ROXBURY	169	0.3	65529	100.0
MISCLODED	57	0.1		

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

16:18 THURSDAY, APRIL 23, 1987

104N DR CITY AT OUTER END OF TRIP

OUTUM	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4834	0.0	15	0.0
ELSTON IN GENRL.	15	0.0	1042	1.6
ARLINGTON	1027	1.5	1191	1.8
OTHER TOWNS	149	0.2	2037	3.1
BELMONT	646	1.3	6482	9.7
BROOKLINE	4445	6.7	25052	37.6
CAMBRIDGE	18570	27.9	25079	37.6
CINCINNATI	27	0.0	25135	37.7
DEUFAM	56	0.1	25234	37.9
EVERETT	94	0.1	25465	38.2
MALDEN	231	0.3	25736	38.6
MEDFORD	271	0.4	25744	38.6
MELROSE	8	0.0	25801	38.7
NATICK	57	0.1	25825	38.8
NEEDHAM	24	0.0	26000	42.0
NEWTON	2175	3.3	26035	42.1
QUINCY	6	0.0	32137	48.2
REVERE	27	0.0	35556	53.4
SOMERVILLE	4102	6.2	39603	59.4
NALIHAN	3419	5.1	39627	59.5
WATERTOWN	4045	6.1	40031	60.1
WILLESLY	26	0.0	40054	60.1
BACKBAY	404	0.6	40316	60.5
BEACON HILL	28	0.0	40360	60.6
FINANCIAL/RETAIL	257	0.4	40391	60.6
GOVT CENTER	44	0.1	40416	60.7
NORTH END	31	0.0	40961	61.5
PARK SQUARE	27	0.0	42856	64.3
PRUDENTIAL	543	0.8	42860	64.3
SOUTH END	1897	2.8	58813	88.3
WATERFRONT	8	0.0	59239	88.9
ALLSTON/BRIGHTON	15947	23.9	65391	98.1
CHARLESTOWN	426	0.6	65408	98.2
FENWAY/PARK HILL	6152	9.2	65515	98.3
HYDE PARK	17	0.0	65783	98.7
JAMAICA PLAIN	107	0.2	65818	98.8
NORTH DORCHESTER	260	0.4	66382	99.6
ROSLINDALE	35	0.1	66481	99.8
ROXBURY	564	0.8	66562	99.9
SOUTH BOSTON	99	0.1	66603	99.9
SOUTH DORCHESTER	81	0.1	66637	100.0
WEST-ROXBURY	41	0.1		
MISCODED	34	0.1		

GENERAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## WEEKLY MBTA USE

TYPE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4047	0	3033	0
LESS THAN 1	3033	4.5	7640	11.3
1 TO 2 DAYS	4607	6.8	16307	24.2
3 TO 4 DAYS	8067	12.9	44530	66.1
5 DAYS	28223	41.9	67394	100.0
MORE THAN 5	22864	33.9		

## AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4016	0	5999	0
17 OR UNDER	5999	8.9	26429	39.2
18 TO 24	20430	30.3	48340	71.7
25 TO 34	21911	32.5	56656	84.0
35 TO 44	8316	12.3	64294	95.4
45 TO 64	7638	11.3	67425	100.0
65 OR OLDER	3131	4.6		

## LICENSED DRIVER Y/N

DRIV LIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4229	0	43017	64.0
YES	43017	64.0	67221	100.0
NO	24204	36.0		

## AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4006	0	14618	21.9
YES	14618	21.9	66835	100.0
NO	52217	78.1		

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	17171	.	.	.
UNDER \$5,000	6101	11.2	6101	11.2
\$5,000-\$9,999	7670	14.1	13771	25.4
\$10,000-\$14,999	10575	19.5	24346	44.9
\$15,000-\$19,999	9779	18.3	34125	62.9
\$20,000-\$24,999	9119	16.8	43244	79.7
\$25,000-\$29,999	5602	10.3	48846	90.0
\$30,000-\$39,999	2270	4.2	51116	94.2
\$40,000-\$49,999	3154	5.9	54270	100.0
\$50,000 OR MORE				

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	9249	.	.	.
VERY POOR	6821	11.0	6821	11.0
POOR	7804	12.5	14625	23.5
AVERAGE	21602	35.1	36427	58.6
GOOD	13023	21.9	50050	80.5
EXCELLENT	12142	19.5	62192	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	8465	.	.	.
VERY POOR	11089	17.6	11089	17.6
POOR	13992	22.2	25081	39.8
AVERAGE	25362	40.3	50443	80.1
GOOD	8769	13.9	59212	94.0
EXCELLENT	3764	6.0	62976	100.0

CENTRAL NORTH BUS STUDY  
 WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
 WEIGHTED BY ROUTE AND TIME OF DAY

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	9036			
VERY POOR	7126	11.4	7126	11.4
POOR	10677	17.1	17803	28.5
AVERAGE	28652	45.9	46455	74.4
GOOD	10694	17.1	57109	91.5
EXCELLENT	5296	8.3	62405	100.0

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	10031			
VERY POOR	7031	11.4	7031	11.4
POOR	9375	15.3	16406	26.7
AVERAGE	21048	34.3	37454	61.0
GOOD	12967	21.1	50421	82.1
EXCELLENT	10989	17.9	61410	100.0

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	9600			
VERY POOR	9331	15.1	9331	15.1
POOR	12036	19.5	21367	34.6
AVERAGE	26886	43.2	48053	77.7
GOOD	9604	15.5	57657	93.2
EXCELLENT	4164	6.8	61821	100.0

## BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	10239			
VERY POOR	9369	15.5	9369	15.5
POOR	10553	17.2	19922	32.6
AVERAGE	17987	29.4	37909	61.9
GOOD	13649	22.3	51558	84.2
EXCELLENT	9644	15.8	61202	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES - ALL ROUTES COMBINED  
WEIGHTED BY ROUTE AND TIME OF DAY

## COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	9566	•	•	•
VERY POOR	4358	7.0	4358	7.0
POOR	6268	10.1	10626	17.2
AVERAGE	14714	31.9	30330	49.0
GOOD	15966	29.8	46392	74.8
EXCELLENT	15571	25.2	61873	100.0

## HELPLESSNESS OF MBTA PERSONNEL

TPEKS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	11565	•	•	•
VERY POOR	5688	9.5	5688	9.5
POOR	5021	9.7	10709	19.3
AVERAGE	19707	33.0	31216	52.2
GOOD	15397	25.8	46613	78.0
EXCELLENT	13163	22.0	59776	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

## MBTA ROUTE NUMBER-1

## TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	112	0	0	0
ADULT CASH FARE	6526	40.7	6526	40.7
ADULT MONTH PASS	6468	43.3	13494	84.2
SENIOR CITIZEN	497	3.1	13991	87.3
HANDICAPPED	153	1.0	14144	88.3
CHILD CASH	1540	9.6	15684	97.9
STUDENT PASS	224	1.4	15908	99.3
OTHER	112	0.7	16020	100.0

## TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	10126	0	0	0
A	4172	69.5	4172	69.5
C	1486	24.7	5658	94.2
D	348	5.6	6006	100.0

## INNER AREA MADE TO OR FROM STOP

INMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	648	0	0	0
WALKED	11754	75.9	11754	75.9
BUS TRANSFER	3021	19.5	14775	95.4
RAIL TRANSIT	511	3.9	15386	99.4
KISS AND RIDE	98	0.6	15484	100.0

## OUTER AREA MADE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	281	0	0	0
WALKED	11551	72.9	11551	72.9
BUS TRANSFER	3721	23.5	15272	96.3
RAIL TRANSIT	257	1.6	15529	98.0
PARK AND RIDE	265	1.7	15794	99.6
OTHER	57	0.4	15851	100.0

MTA ROUTE NUMBER-1

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	13486	•	•	•
15	82	3.1	82	3.1
22	82	3.1	164	6.2
23	116	4.5	280	10.7
44	196	7.4	476	18.1
55	41	1.5	519	19.6
57	41	1.5	560	21.2
63	118	4.5	678	25.6
64	112	4.2	790	29.9
69	41	1.5	831	31.4
70	166	6.8	997	38.2
71	112	4.2	1109	42.4
73	98	3.7	1207	46.1
74	205	7.7	1412	53.9
77	846	32.0	2258	85.9
78	292	11.0	2550	96.9
86	82	3.1	2632	100.0

ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	12134	•	•	•
15	57	1.4	57	1.4
22	41	1.0	98	2.5
41	57	1.4	155	3.9
42	1625	40.6	1780	44.5
47	153	3.8	1933	48.3
55	57	1.4	1990	49.8
61	82	2.1	2072	51.8
68	57	1.4	2129	53.3
70	216	5.4	2345	58.7
73	393	9.8	2738	68.5
74	118	3.0	2856	71.4
77	737	18.4	3593	89.9
78	116	3.0	3711	92.8
83	112	2.8	3823	95.6
84	118	3.0	3941	98.6
96	57	1.4	3998	100.0

MBTA ROUTE NUMBER=1

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1131	•	•	•
HB WORK	5969	39.8	5969	39.8
HB SCHOOL	2520	16.3	8489	56.6
HB SHOPPING	283	1.9	8772	58.5
HB OTHER	1189	7.9	9961	66.4
TOTAL HB	5040	33.6	15001	100.0

TOWN OR CITY AT INNER END OF TRIP

TOWN OR CITY AT INNER END OF TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	404	•	•	•
BROOKLINE	596	3.2	506	3.2
CAMBRIDGE	4030	25.7	4534	28.9
NEWTON	153	1.0	4697	29.9
WATERTOWN	118	0.8	4815	30.0
BACKBAY	1684	6.4	5819	37.5
FINANCIAL/RETAIL	82	0.5	5901	37.5
GOVT CENTER	112	0.7	6013	38.2
PROVINCIAL	1591	10.1	7604	48.3
SOUTH END	1554	9.9	9158	58.2
ALLSTON/BRIGHTON	314	2.0	9472	60.2
FENWAY/PARK HILL	2728	17.3	12200	77.6
FYDE PARK	57	0.4	12257	77.9
MATTAPAN	210	1.3	12467	79.3
NORTH DORCHESTER	396	2.5	12863	81.8
ROXBURY	2630	16.7	15493	98.5
SOUTH BOSTON	112	0.7	15605	99.2
SOUTH DORCHESTER	82	0.5	15687	99.7
WEST ROXBURY	41	0.3	15728	100.0

## MBTA ROUTE NUMBER=1

## TOWN OR CITY AT OUTER END OF TRIP

TOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	450	0.1	0	0.1
ARLINGTON	949	3.9	949	9.9
BELMONT	610	0.9	1559	10.8
BROOKLINE	139	0.7	1698	71.5
CAMBRIDGE	9516	60.7	11216	71.9
NATICK	57	0.3	11273	72.1
NEWTOWN	41	0.3	11314	73.4
SOMERVILLE	196	1.2	11510	75.6
WALTHAM	349	2.2	11859	76.9
WATERLOO	194	1.2	12053	77.9
BACKBAY	164	1.0	12217	81.4
PRUDENTIAL	543	3.5	12760	92.0
SOUTH END	1666	10.6	14426	93.5
ALLSTON/BRIGHTON	241	1.5	14667	99.7
FENWAY/PARK HILL	974	6.2	15641	100.0
KLXBURY	41	0.3	15682	

## WEEKLY MBTA USE

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	557	0.1	0	0.1
LESS THAN 1	1153	7.6	1153	7.6
1 TO 2 DAYS	1222	7.9	2405	15.5
3 TO 4 DAYS	2351	15.1	4756	30.6
5 DAYS	5424	34.9	10180	65.5
MORE THAN 5	5355	34.5	15535	100.0

## AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	475	0.1	0	0.1
17 OR UNDER	1668	10.8	1668	10.8
18 TO 24	4239	27.1	5927	37.9
25 TO 34	5916	37.8	11843	75.6
35 TO 44	1780	11.4	13623	87.0
45 TO 64	1649	10.5	15272	97.5
65 OR OLDER	385	2.5	15657	100.0

CENTRAL NORTH JCS STUDY  
4-LIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER-1

LICENSED DRIVER Y/N

DRIV LIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	475			
YES	10305	65.8	10305	65.8
NO	5352	34.2	15657	100.0

## AUTO AVAILABLE FOR THIS TRIP

CAKAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	516			
YES	3323	21.3	3323	21.3
NO	12293	78.7	15616	100.0

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2631			
UNDER \$5,000	1255	9.5	1255	9.5
\$5,000-\$9,999	1936	14.3	3191	23.8
\$10,000-\$14,999	1870	13.9	5061	37.5
\$15,000-\$19,999	2701	20.2	7762	57.5
\$20,000-\$29,999	2537	18.8	10299	76.3
\$30,000-\$39,999	1986	14.7	12285	91.0
\$40,000-\$49,999	333	2.5	12618	93.5
\$50,000 OR MORE	883	6.5	13501	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1530			
VERY POOR	1543	10.9	1543	10.9
POOR	2323	15.9	3916	26.8
AVERAGE	5172	35.4	9088	62.2
GOOD	3351	22.9	12439	85.2
EXCELLENT	2163	14.8	14602	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

META ROUTE NUMBER=1

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1273	.	.	.
VERY POOR	3000	20.2	3000	20.2
POOR	3615	24.3	6615	44.5
AVERAGE	6149	41.4	12764	85.9
GOOD	1270	8.5	14034	94.4
EXCELLENT	825	5.6	14859	100.0

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1326	.	.	.
VERY POOR	1463	9.9	1463	9.9
POOR	3535	23.9	4998	33.8
AVERAGE	6741	45.5	11739	79.3
GOOD	2115	14.3	13854	93.6
EXCELLENT	952	6.4	14806	100.0

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1585	.	.	.
VERY POOR	1698	11.7	1698	11.7
POOR	3007	20.7	4705	32.3
AVERAGE	5152	35.4	9857	67.8
GOOD	2612	18.0	12469	85.7
EXCELLENT	2078	14.3	14547	100.0

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1412	.	.	.
VERY POOR	2493	16.9	2493	16.9
POOR	3389	23.0	5882	40.0
AVERAGE	5970	40.6	11852	80.5
GOOD	1929	13.1	13781	93.6
EXCELLENT	939	6.4	14720	100.0

MBTA ROUTE NUMBER=1

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1767	.	3050	21.3
VERY POOR	3050	21.3	6080	42.4
POOR	3030	21.1	10154	70.8
AVERAGE	4074	28.4	13620	90.8
GOOD	2860	20.0	14345	100.0
EXCELLENT	1325	9.2		

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1507	.	1232	8.5
VERY POOR	1232	8.5	2790	19.2
POOR	1304	10.8	8256	66.8
AVERAGE	5470	37.6	12025	82.7
GOOD	3759	25.8	14545	100.0
EXCELLENT	2523	17.3		

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2017	.	1845	13.1
VERY POOR	1845	13.1	3421	24.2
POOR	1576	11.2	4226	56.3
AVERAGE	4805	34.0	11664	82.6
GOOD	3438	24.4	14115	100.0
EXCELLENT	2451	17.4		

## ADTA ROUTE NUMBER-47

## TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	139	0	3716	47.3
ADULT CASH FARE	3716	47.8	6602	84.9
ADULT MONTH PASS	2884	37.1	6760	87.2
SENIOR CITIZEN	178	2.3	7097	91.3
HANDICAPPED	317	4.1	7407	95.3
CHILD CASH	310	4.0	7613	98.0
STUDENT PASS	206	2.7	7772	100.0
OTHER	159	2.0		

## TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	5965	0	1106	56.8
A	1106	56.8	1754	90.1
C	648	33.3	1915	98.4
D	161	8.3	1946	100.0
E	31	1.6		

## INNER AREA MODE TO OR FROM STOP

INMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	408	0	4923	65.6
WALKED	4923	65.6	6680	89.0
BUS TRANSFER	1757	23.4	7340	97.8
RAIL TRANSIT	660	8.8	7391	98.5
PARK AND RIDE	51	0.7	7447	99.3
KISS AND RIDE	56	0.7	7503	100.0
BICYCLE	56	0.7		

GENERAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=47

ROUTE AREA MODE TO OR FROM STOP

ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	474			
WALKED	5043	67.8	5043	67.8
BUS TRANSFER	1582	21.3	6625	89.1
RAIL TRANSIT	531	7.4	7156	96.5
PARK AND RIDE	10	0.1	7166	96.6
KISS AND RIDE	107	1.4	7293	98.1
TAXI	62	0.8	7355	98.9
OTHER	82	1.1	7437	100.0

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
	6413			
1	31	2.1	31	2.1
15	112	1.5	143	9.5
19	27	1.0	170	11.3
22	27	5.8	227	15.2
23	252	16.8	479	32.0
41	10	0.7	489	32.6
42	31	2.1	520	34.7
44	313	20.9	833	55.6
45	85	5.7	918	61.3
60	10	0.7	928	61.9
63	10	0.7	938	62.6
64	10	0.7	948	63.3
66	10	0.7	958	64.0
70	47	3.1	1005	67.1
83	356	23.8	1361	90.9
91	137	9.1	1498	100.0

MBTA ROUTE NUMBER=47

ROUTE TRANSFERRED TO

TURQUOT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	6452	0	0	0
1	84	5.8	84	5.8
15	20	1.4	104	7.1
19	56	3.8	160	11.0
24	442	22.1	602	33.0
23	211	14.5	693	47.5
41	20	1.4	713	48.9
42	112	7.7	825	56.5
43	31	2.1	856	58.7
44	432	9.0	968	67.7
45	20	1.4	1008	69.1
46	31	2.1	1039	71.2
57	10	0.7	1049	71.9
63	10	0.7	1059	72.6
64	31	2.1	1090	74.7
65	56	3.8	1146	78.5
66	66	4.5	1212	83.1
70	96	6.6	1308	89.7
83	90	6.2	1398	95.8
91	61	4.2	1459	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1925	0	0	0
HB WORK	2748	45.9	2748	45.9
HB SCHOOL	879	14.7	3627	60.6
HB SHOPPING	201	3.4	3828	63.9
HB OTHER	814	13.7	4642	77.6
NON HB	1339	22.4	5986	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=47

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	762	0.1	0	0.1
BOSTON IN GENRL.	10	0.4	37	0.5
OTHER TOWNS	27	1.7	160	2.2
BROOKLINE	123	6.3	586	8.2
CAMBRIDGE	426	0.1	598	8.4
EVERETT	10	0.1	608	8.5
NEWTON	10	0.4	639	8.9
SCARVILLE	31	0.1	649	9.1
GOVT CENTER	10	0.1	732	10.2
PRUDENTIAL	63	1.2	2655	37.1
SOUTH END	1923	26.9	2666	37.6
WATERFRONT	31	0.4	2706	37.9
ALLSTON/BRIGHTON	20	0.3	4416	61.7
FENWAY/PARKR-HILL	1704	23.8	4441	62.1
HYDE PARK	31	0.4	4629	64.8
JAMAICA PLAIN	188	2.5	4676	65.4
MATTAPAN	47	0.7	5436	76.0
NORTH DORCHESTER	760	10.6	6705	93.8
ROXBURY	1269	17.9	7149	100.0
SOUTH DORCHESTER	444	6.2		

## MBTA ROUTE NUMBER=47

## TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	800	•	•	•
BOSTON IN GENL.	10	0.1	10	0.1
BROOKLINE	226	3.2	236	3.3
CAMBRIDGE	2227	31.3	2463	34.6
CINCINNATI	27	0.4	2490	35.0
DETHAM	56	0.8	2546	35.8
NEWTON	27	0.4	2573	36.2
SCARVILLE	290	4.1	2863	40.3
OTHER TOWNS	10	0.1	2873	40.4
WATERLOO	143	2.0	3016	42.4
BACKBAY	62	0.9	3078	43.3
FINANCIAL/RETAIL	27	0.4	3105	43.7
SOUTH END	202	2.8	3307	46.5
ALLSTON/BRIGHTON	71	1.0	3378	47.5
CHARLESTOWN	56	0.8	3434	48.3
FENWAY/PARK HILL	2921	41.4	6355	89.4
JAMAICA PLAIN	10	0.1	6365	89.5
NORTH DORCHESTER	172	2.4	6537	92.0
ROXBURY	456	6.4	6993	98.4
SOUTH BOSTON	27	0.4	7020	98.8
SOUTH DORCHESTER	61	0.9	7081	99.6
MISCODED	27	0.4	7108	100.0

## WEEKLY MBTA USE

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	768	•	•	•
LESS THAN 1	91	1.3	91	1.3
1 TO 2 DAYS	270	3.8	361	5.1
3 TO 4 DAYS	868	12.2	1229	17.2
5 DAYS	3006	42.1	4235	59.3
MORE THAN 5	2908	40.7	7143	100.0

# WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

10:19 THURSDAY, APRIL 23, 1987 25

ROUTE NUMBER=47

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	763	.	155	.
17 OR UNDER	155	4.2	249	34.3
18 TO 24	2294	32.1	4943	69.2
25 TO 34	2474	34.9	5921	82.8
35 TO 44	978	13.7	6898	95.8
45 TO 64	927	13.0	7148	100.0
65 OR OLDER	396	4.2		

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	838	.	4008	56.7
YES	4008	56.7	7073	100.0
NO	3065	43.3		

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	935	.	1137	16.3
YES	1137	16.3	6976	100.0
NO	5839	83.7		

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2692	.	868	16.6
UNDER \$5,000	868	16.6	1753	33.6
\$5,000-\$9,999	885	17.0	3029	58.0
\$10,000-\$14,999	1276	24.4	4304	76.7
\$15,000-\$19,999	975	18.7	4600	88.1
\$20,000-\$29,999	596	11.4	5026	96.3
\$30,000-\$39,999	428	8.2	5058	96.9
\$40,000-\$49,999	30	0.6	5215	100.0
\$50,000 OR MORE	161	3.1		

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=47

## RELIABILITY OF SERVICE

RELIABILITY	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1452	.	.	.
VERY POOR	1395	21.6	1395	21.6
POOR	711	11.0	2106	32.6
AVERAGE	2690	41.6	4796	74.3
GOOD	636	12.9	5632	87.2
EXCELLENT	827	12.8	6459	100.0

## CLEANLINESS OF BUSES

CLEANLINESS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1424	.	.	.
VERY POOR	1677	25.9	1677	25.9
POOR	1525	23.5	3202	49.4
AVERAGE	2260	34.8	5462	84.2
GOOD	745	11.5	6207	95.7
EXCELLENT	280	4.3	6487	100.0

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1462	.	.	.
VERY POOR	1158	18.0	1158	18.0
POOR	1165	18.1	2323	36.1
AVERAGE	3008	46.8	5331	82.9
GOOD	599	9.3	5930	92.2
EXCELLENT	499	7.8	6429	100.0

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1521	.	.	.
VERY POOR	899	14.1	899	14.1
POOR	1109	17.4	2008	31.4
AVERAGE	2428	38.0	4436	69.4
GOOD	958	15.0	5394	84.4
EXCELLENT	996	15.6	6390	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER-47

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1563	0	1563	0
VERY POOR	1339	21.1	2902	21.1
POOR	1305	20.6	4207	41.7
AVERAGE	2719	42.6	6926	84.3
GOOD	679	10.7	7605	95.2
EXCELLENT	300	4.8	7905	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1292	0	1292	0
VERY POOR	1404	23.2	2696	23.2
POOR	1253	19.6	3949	43.0
AVERAGE	2128	33.7	6077	76.7
GOOD	708	11.2	6785	87.9
EXCELLENT	703	12.1	7488	100.0

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1613	0	1613	0
VERY POOR	795	12.6	2408	12.6
POOR	903	14.3	3311	26.9
AVERAGE	2183	34.7	5494	61.6
GOOD	804	13.7	6298	75.3
EXCELLENT	1554	24.7	7852	100.0

HELPFULNESS OF MBTA PERSONNEL

TPEKS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1716	0	1716	0
VERY POOR	919	14.8	2635	14.8
POOR	922	14.9	3557	29.7
AVERAGE	2305	37.2	5862	66.9
GOOD	790	12.8	6652	79.7
EXCELLENT	1229	20.3	7881	100.0

## MATA ROUTE NUMBER-57

## TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	14	•	•	•
ADULT CASH FARE	4597	50.3	4597	50.3
ADULT MONTH PASS	3697	39.2	8294	89.5
SENIOR CITIZEN	306	3.7	8600	93.1
HANDICAPPED	14	0.1	8614	93.3
CHILD CASH	248	1.5	8862	94.8
STUDENT PASS	465	4.7	9327	99.5
OTHER	54	0.5	9381	100.0

## TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	6016	•	•	•
A	1795	53.8	1795	53.8
C	1311	39.3	3106	93.0
U	153	4.6	3259	97.6
E	66	2.0	3325	99.6
F	14	0.4	3339	100.0

## INNER AREA MADE TO OK FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	307	•	•	•
WALKED	5504	57.0	5504	57.0
BUS TRANSFER	1121	11.6	6625	68.7
RAIL TRANSIT	2929	30.4	9554	99.0
KISS AND RIDE	47	0.5	9601	99.5
TAXI	33	0.3	9634	99.9
OTHER	14	0.1	9648	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=57

OUTER AREA MADE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	309	0	0	0
WALKED	6095	83.9	8095	83.9
BUS TRANSFER	1244	12.4	9339	96.8
PARK AND RIDE	133	1.4	9472	98.2
KISS AND RIDE	119	1.2	9591	99.4
OTHER	55	0.6	9646	100.0

ROUTE TRANSFERRED FROM

FROM/TO	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	9024	0	0	0
1	40	4.3	40	4.3
52	26	2.8	66	7.1
53	119	12.6	185	19.9
56	27	2.9	212	22.8
53	33	3.5	245	26.3
54	26	3.6	273	29.3
60	61	6.6	334	35.9
63	27	2.9	361	38.8
64	54	5.8	415	44.6
65	28	3.0	443	47.6
66	200	21.5	643	69.1
70	47	5.0	690	74.1
71	119	12.8	809	86.9
86	53	5.7	862	92.6
302	28	3.0	890	95.6
304	41	4.4	931	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=57

ROUTE TRANSFERRED TO

ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	8687	7.8	99	7.8
2	99	7.8	198	15.6
3	99	6.7	283	22.3
4	85	2.1	310	24.4
5	27	2.6	343	27.1
6	33	5.8	416	32.8
7	73	30.9	808	63.7
8	392	5.8	882	69.6
9	74	4.8	943	74.4
10	61	2.6	976	77.0
11	33	18.9	1216	95.9
12	71	2.1	1242	97.9
13	36	2.1	1268	100.0
14	999			

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1047	53.1	4732	53.1
HB WORK	4732	22.6	6743	75.7
HB SCHOOL	2011	6.7	7343	82.4
HB SHOPPING	600	8.1	8065	90.5
HB OTHER	722	9.5	8908	100.0
NON HB	843			

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=57

TOWN OR CITY AT INNER END OF TRIP

INFO	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	759	0.8	73	0.8
BOSTON IN GENL.	73	0.8	73	0.8
BROOKLINE	440	5.1	513	5.6
OTHER TOWNS	66	0.7	579	6.3
CAMBRIDGE	205	2.2	784	8.5
DEDHAM	33	0.4	817	8.9
LYNN	28	0.3	845	9.2
MALDEN	14	0.2	859	9.3
NEWTON	27	0.3	886	9.6
QUINCY	14	0.2	900	9.8
SUMMERSVILLE	33	0.4	933	10.1
BACKBAY	870	9.5	1803	19.6
BEACON HILL	218	2.4	2021	22.0
FINANCIAL/RETAIL	327	3.5	2348	25.5
GOVT CENTER	306	3.3	2654	28.9
NORTH END	61	0.7	2715	29.5
PARK SQUARE	153	1.7	2868	31.2
PRUDENTIAL	33	0.4	2901	31.5
SLUIC END	114	1.2	3015	32.8
WATERFRONT	40	0.4	3055	33.2
ALLSTON/BRIGHION	2231	24.3	5286	57.5
CHARLESTON	59	0.6	5345	58.1
EAST BOSTON	111	1.2	5456	59.3
FENWAY/PARK HILL	3369	36.6	8825	96.3
JAMAICA PLAIN	66	0.7	8891	96.7
PATTAPAN	33	0.4	8924	97.0
NORTH DORCHESTER	92	1.0	9016	98.0
ROXBURY	66	0.7	9082	98.8
SOUTH BOSTON	100	1.1	9182	99.8
SOUTH DORCHESTER	14	0.2	9196	100.0

WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=57

TOWN OR CITY AT OUTER END OF TRIP

OUTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	467	0	0	0.0
BROOKLINE	47	0.5	47	0.5
CAMBRIDGE	213	2.2	260	2.7
NEWTON	1548	16.3	1808	19.1
WALTHAM	225	2.4	2033	21.4
WATERTOWN	1282	13.5	3315	34.9
WELLESLEY	26	0.3	3341	35.2
ROCKBURY	61	0.6	3402	35.9
FINANCIAL/RETAIL	27	0.3	3429	36.1
GLVT CENTER	14	0.1	3443	36.3
ALLSTON/BRIGHTON	6012	63.4	9455	99.7
WEST ROXBURY	33	0.3	9486	100.0

WEEKLY MBTA USE

IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	371	0	0	0
LESS THAN 1	304	3.2	304	3.2
1 TO 2 DAYS	635	7.1	939	10.3
3 TO 4 DAYS	1017	10.6	2006	20.9
5 DAYS	4155	43.4	6161	64.3
MORE THAN 5	3423	35.7	9584	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	345	0	0	0
17 OR UNDER	715	7.4	715	7.4
18 TO 24	4055	42.2	4770	49.6
25 TO 34	2870	29.9	7640	79.5
35 TO 44	731	7.6	8371	87.1
45 TO 64	854	8.9	9225	96.0
65 OR OLDER	385	4.0	9610	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=57

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	484			
YES	7379	77.9	7379	77.9
NO	2092	22.1	9471	100.0

## AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	505			
YES	2491	26.4	2491	26.4
NO	6959	73.6	9450	100.0

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2001			
UNDER \$5,000	636	8.0	636	8.0
\$5,000-\$9,999	1024	12.9	1660	20.9
\$10,000-\$14,999	1819	22.9	3479	43.7
\$15,000-\$19,999	1291	16.2	4770	60.0
\$20,000-\$29,999	1591	20.3	6361	80.3
\$30,000-\$39,999	637	8.0	6998	88.0
\$40,000-\$49,999	570	7.2	7568	95.2
\$50,000 OR MORE	386	4.9	7954	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	990			
VERY POOR	482	5.4	482	5.4
POOR	1085	12.1	1567	17.5
AVERAGE	3195	35.6	4762	53.1
GOOD	2531	28.2	7293	81.3
EXCELLENT	1672	18.7	8965	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=57

CLEANLINESS OF BUSES

CLEANLINESS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	851	0	0	0
VERY POOR	813	8.9	813	8.9
POOR	1425	15.7	2238	24.6
AVERAGE	4277	47.0	6515	71.6
GOOD	1898	20.8	8413	92.4
EXCELLENT	691	7.6	9104	100.0

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1024	0	0	0
VERY POOR	821	9.2	821	9.2
POOR	1380	15.3	2201	24.6
AVERAGE	4214	47.2	6415	71.8
GOOD	1747	19.6	8152	91.4
EXCELLENT	769	8.6	8931	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1098	0	0	0
VERY POOR	1197	13.5	1197	13.5
POOR	1395	15.8	2592	29.3
AVERAGE	3052	34.5	5644	63.7
GOOD	2093	23.6	7737	87.4
EXCELLENT	1120	12.6	8857	100.0

APPEARANCE OF THE BUS

APPEARANCE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1143	0	0	0
VERY POOR	728	8.3	728	8.3
POOR	1426	16.2	2154	24.6
AVERAGE	4553	51.7	6707	76.1
GOOD	1550	17.6	8257	93.7
EXCELLENT	353	6.3	8610	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 35

MBTA ROUTE NUMBER=57

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1195	0	0	0
VERY POOR	743	8.5	743	8.5
POOR	1425	16.3	2168	24.7
AVERAGE	2928	33.4	5096	58.2
GOOD	2575	29.4	7671	87.6
EXCELLENT	1089	12.4	8760	100.0

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	958	0	0	0
VERY POOR	454	5.0	454	5.0
POOR	844	9.4	1298	14.4
AVERAGE	2707	30.1	4005	44.5
GOOD	3372	34.1	7377	78.7
EXCELLENT	1922	21.3	8997	100.0

HELPFULNESS OF MBTA PERSONNEL

TYERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1443	0	0	0
VERY POOR	427	5.0	427	5.0
POOR	673	7.9	1100	12.9
AVERAGE	3130	36.8	4230	49.7
GOOD	2837	33.3	7067	83.0
EXCELLENT	1445	17.0	8512	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 36

MBTA ROUTE NUMBER=60

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	22	0	0	0
ADULT CASH FARE	1170	49.3	1170	49.3
ADULT MONTH PASS	839	35.4	2009	84.7
SENIOR CITIZEN	197	8.3	2206	93.0
HANDICAPPED	52	2.2	2258	95.2
CHILD CASH	68	2.9	2326	98.1
STUDENT PASS	16	0.7	2342	98.7
OTHER	30	1.3	2372	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1636	0	0	0
A	403	53.2	403	53.2
C	260	34.3	663	87.5
D	80	7.9	743	95.4
E	19	2.5	762	97.9
F	16	2.1	778	100.0

INNER AREA MADE TO OR FROM STOP

INBODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	155	0	0	0
WALKED	1107	49.4	1107	49.4
BUS TRANSFER	250	11.4	1357	60.9
RAIL TRANSIT	352	38.2	1709	98.9
PARK AND RIDE	16	0.7	1725	99.6
KISS AND RIDE	8	0.4	1733	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MATA ROUTE NUMBER=60

OUTER AREA MODE TO OK FRGM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	98			
WALKED	2105	91.7	2105	91.7
BUS TRANSFER	40	1.7	2145	93.4
RAIL TRANSIT	54	2.4	2199	95.8
PARK AND RIDE	16	0.7	2215	96.5
KISS AND RIDE	81	3.5	2296	100.0

ROUTE TRANSFERRED FROM

FROM/ROOT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
.	2265			
1	8	0.2	8	0.2
57	62	48.1	70	56.3
65	19	14.7	89	69.0
65	40	31.0	129	100.0

ROUTE TRANSFERRED TO

TO/ROOT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
.	2243			
1	11	7.3	11	7.3
31	8	5.3	19	12.6
57	73	48.3	92	60.9
66	59	39.1	151	100.0

TRIP PURPOSE

TRIP/PURP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	312			
HB WORK	1313	63.1	1313	63.1
HB SCHOOL	168	8.1	1481	71.1
HB SHOPPING	49	2.4	1530	73.5
HB OTHER	266	12.9	1796	86.4
NON HB	284	13.6	2082	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=60

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	231	0.5	0	0.5
BOSTON IN GENRL.	11	0.4	11	0.9
ARLINGTON	8	0.4	19	11.6
BROOKLINE	231	10.7	250	14.7
CAMBRIDGE	68	3.1	316	15.2
CHELSEA	11	0.5	329	16.6
LYNN	30	1.4	359	18.5
MEDFORD	41	1.9	400	18.9
MELROSE	8	0.4	408	23.5
NEWTON	100	4.6	506	24.0
QUINCY	11	0.5	519	24.7
OTHER TOWNS	16	0.7	535	26.0
SOMERVILLE	27	1.2	562	28.1
WATERTOWN	40	1.8	602	29.0
WINTHROP	19	0.9	621	34.8
BACKBAY	125	5.3	746	35.1
BEACON HILL	8	0.4	754	39.4
FINANCIAL/RETAIL	92	4.3	846	41.4
GOVT CENTER	43	2.0	889	42.3
PARK SQUARE	19	0.9	908	42.6
WATERFRONT	8	0.4	916	51.4
ALLSTON/BRIGHTON	190	8.3	1106	51.9
CHARLESTOWN	11	0.5	1117	52.4
EAST BOSTON	11	0.5	1128	93.2
FENNY/PARK HILL	882	40.3	2010	97.9
JAMAICA PLAIN	82	3.8	2092	98.2
MATTAPAN	19	0.9	2111	98.6
NORTH DORCHESTER	8	0.4	2119	99.6
ROXBURY	8	0.4	2127	100.0
SOUTH BOSTON	22	1.0	2149	
MISCODED	9	0.4	2158	

TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	207	0.5	0	0.5
BROOKLINE	1099	50.3	1099	64.7
NEWTON	317	14.5	1416	66.3
ALLSTON/BRIGHTON	35	1.6	1451	97.4
FENNY/PARK HILL	680	31.1	2131	98.9
JAMAICA PLAIN	32	1.5	2163	99.6
MOSLINDALE	16	0.7	2179	100.0
ROXBURY	8	0.4	2187	

MBTA ROUTE NUMBER=60				WEEKLY MBTA USE			
IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT			
NO ANSWER	190	0	153	6.9	0	6.9	0
LESS THAN 1	153	6.9	283	12.8	0	12.8	0
1 TO 2 DAYS	130	5.9	570	25.9	0	25.9	0
3 TO 4 DAYS	287	13.0	1619	73.5	0	73.5	0
5 DAYS	1049	47.6	2204	100.0	0	100.0	0
MORE THAN 5	585	26.5					

AGE OF RESPONDENT							
AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT			
NO ANSWER	160	0	112	5.0	0	5.0	0
17 OR UNDER	112	5.0	683	30.6	0	30.6	0
18 TO 24	571	25.6	1290	57.7	0	57.7	0
25 TO 34	607	27.2	1734	77.6	0	77.6	0
35 TO 44	444	19.9	2070	92.7	0	92.7	0
45 TO 64	336	15.0	2234	100.0	0	100.0	0
65 OR OLDER	154	7.3					

LICENSED DRIVER Y/N							
DRIV LIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT			
NO ANSWER	201	0	1528	69.7	0	69.7	0
YES	1528	69.7	2193	100.0	0	100.0	0
NO	665	30.3					

AUTO AVAILABLE FOR THIS TRIP							
CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT			
NO ANSWER	242	0	646	30.0	0	30.0	0
YES	646	30.0	2152	100.0	0	100.0	0
NO	1506	70.0					

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=60

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	623	0	0	0
UNDER \$5,000	136	7.7	136	7.7
\$5,000-\$9,999	125	7.1	261	14.7
\$10,000-\$14,999	422	23.8	683	38.6
\$15,000-\$19,999	268	15.1	951	53.7
\$20,000-\$29,999	344	19.4	1295	73.1
\$30,000-\$39,999	157	8.9	1452	82.0
\$40,000-\$49,999	130	7.3	1582	89.3
\$50,000 OR MORE	189	10.7	1771	100.0

RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	397	0	0	0
VERY POOR	158	7.9	158	7.9
POOR	180	9.0	338	16.9
AVERAGE	569	28.5	937	45.4
GOOD	527	26.4	1434	71.8
EXCELLENT	563	28.2	1997	100.0

CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	392	0	0	0
VERY POOR	142	7.1	142	7.1
POOR	249	12.4	391	19.5
AVERAGE	876	43.8	1267	63.3
GOOD	495	24.7	1762	88.0
EXCELLENT	240	12.0	2002	100.0

WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MATA ROUTE NUMBER=60

COMFORT OF BUS-RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	392	0	0	0
VERY POOR	98	4.9	98	4.9
POOR	238	11.9	336	16.8
AVERAGE	883	44.1	1219	60.9
GOOD	497	24.8	1716	85.7
EXCELLENT	286	14.3	2002	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	422	0	0	0
VERY POOR	24	1.2	24	1.2
POOR	117	5.9	141	7.2
AVERAGE	390	19.8	531	26.9
GOOD	587	29.8	1118	56.7
EXCELLENT	654	43.3	1972	100.0

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	392	0	0	0
VERY POOR	133	6.6	133	6.6
POOR	214	10.7	347	17.3
AVERAGE	356	42.8	1203	60.1
GOOD	628	31.4	1931	94.5
EXCELLENT	171	8.5	2002	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	427	0	0	0
VERY POOR	172	8.7	172	8.7
POOR	206	10.2	378	19.2
AVERAGE	470	23.9	848	43.1
GOOD	594	30.2	1442	73.3
EXCELLENT	525	26.7	1967	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=60

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	370	0	0	0
VERY POOR	79	3.9	79	3.9
POOR	76	3.8	155	7.7
AVERAGE	470	23.2	625	30.9
GOOD	677	33.4	1302	64.3
EXCELLENT	722	35.7	2024	100.0

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	511	0	0	0
VERY POOR	125	6.6	125	6.6
POOR	109	5.8	234	12.4
AVERAGE	489	26.0	723	38.4
GOOD	648	34.4	1371	72.8
EXCELLENT	512	27.2	1883	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER-63

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
ADULT CASH FARE	1118	45.5	1118	45.5
ADULT MONTH PASS	1005	40.3	2123	85.4
SENIOR CITIZEN	183	7.5	2306	93.9
CHILD CASH	74	3.0	2380	96.9
STUDENT PASS	76	3.1	2456	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1794	•	•	•
A	162	24.5	162	24.5
C	481	72.7	643	97.1
F	19	2.9	662	100.0

INNER AREA MADE TO JR FROM STOP

INMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	147	•	•	•
WALKED	1391	47.2	1391	47.2
BUS TRANSFER	260	8.7	1651	55.9
RAIL TRANSIT	964	41.7	2615	97.7
KISS AND RIDE	18	0.8	2633	98.4
BICYCLE	18	0.8	2651	99.2
TAXI	18	0.8	2669	100.0

OUTER AREA MADE TO JR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	198	•	•	•
WALKED	1722	76.3	1722	76.3
BUS TRANSFER	76	3.4	1798	79.6
RAIL TRANSIT	442	19.6	2240	99.2
KISS AND RIDE	19	0.8	2259	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=63

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	2382	•	•	•
51	19	25.7	19	25.7
57	37	50.0	56	75.7
83	18	24.3	74	100.0

ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	2339	•	•	•
1	37	25.2	37	25.2
51	19	12.9	56	38.1
57	36	24.5	92	62.6
83	18	12.2	110	74.8
86	18	12.2	128	87.1
91	19	12.9	147	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	243	•	•	•
HB WORK	1139	59.5	1139	59.5
HB SCHOOL	202	10.6	1341	70.1
HB SHOPPING	92	4.8	1433	74.9
HB OTHER	223	11.7	1656	86.6
NON HB	207	13.4	1913	100.0

MBTA ROUTE NUMBER=63

TOWN OR CITY AT INNER-END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	430	0.0	0	0.0
BOSTON IN GENL.	18	0.9	18	0.9
ARLINGTON	18	0.9	36	1.8
CAMBRIDGE	627	30.9	663	32.7
OTHER TOWNS	37	1.8	700	34.6
HALEND	37	1.8	737	36.4
MEDFORD	19	0.9	756	37.3
NEWTON	18	0.9	774	38.2
SOMERVILLE	91	4.5	865	42.7
WALTHAM	18	0.9	883	43.6
WATERTOWN	37	1.8	920	45.4
FINANCIAL/RETAIL	174	8.6	1094	54.0
GOVT CENTER	18	0.9	1112	54.9
WATERFRONT	174	8.6	1286	63.5
ALLSTON/BRIGHTON	629	31.0	1915	94.5
FENWAY/PARK HILL	19	0.9	1934	95.5
NORTH DORCHESTER	18	0.9	1952	96.3
ROXBURY	19	0.9	1971	97.3
SOUTH BOSTON	18	0.9	1989	98.2
SOUTH DORCHESTER	19	0.9	2008	99.1
WEST ROXBURY	18	0.9	2026	100.0

TOWN OR CITY AT OUTER-END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	294	0.0	0	0.0
BROOKLINE	292	13.0	292	13.0
NEATON	54	2.4	346	15.4
BACKBAY	36	1.7	384	17.1
FINANCIAL/RETAIL	19	0.8	403	17.9
SOUTH END	16	0.7	421	18.7
ALLSTON/BRIGHTON	4718	76.3	2139	95.0
FENWAY/PARK HILL	57	2.5	2196	97.5
JAMAICA PLAIN	37	1.6	2233	99.2
ROSLINDALE	19	0.8	2252	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MTA ROUTE NUMBER=63

WEEKLY MTA USE

IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	203	•	•	•
LESS THAN 1	50	2.5	56	2.5
1 TO 2 DAYS	201	8.9	257	11.4
3 TO 4 DAYS	365	16.2	622	27.6
5 DAYS	1027	45.6	1649	73.2
MORE THAN 5	604	26.8	2253	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	134	•	•	•
17 OR UNDER	167	7.4	167	7.4
18 TO 24	623	27.4	790	34.8
25 TO 34	811	35.7	1601	70.5
35 TO 44	359	14.9	1940	85.4
45 TO 54	112	4.9	2052	90.3
65 OR OLDER	222	9.7	2272	100.0

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	183	•	•	•
YES	1485	65.3	1435	65.3
NO	788	34.7	2273	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	201	•	•	•
YES	664	29.4	664	29.4
NO	1591	70.6	2255	100.0

4EIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=63

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	700	0	219	12.5
UNDER \$5,000	219	12.5	328	18.7
\$5,000-\$9,999	109	6.2	815	46.4
\$10,000-\$14,999	497	27.7	1134	64.6
\$15,000-\$19,999	319	18.2	1335	76.0
\$20,000-\$29,999	201	11.4	1550	88.3
\$30,000-\$39,999	215	12.2	1686	95.7
\$40,000-\$49,999	130	7.4	1756	100.0
\$50,000 OR MORE	76	4.3		

RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	454	0	112	5.6
VERY POOR	112	5.6	225	11.2
POOR	113	5.8	956	47.8
AVERAGE	731	36.5	1435	70.2
GOOD	449	22.4	2002	100.0
EXCELLENT	597	29.6		

CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	416	0	255	12.5
VERY POOR	255	12.5	672	32.9
POOR	417	20.4	1367	76.8
AVERAGE	892	43.9	1874	91.9
GOOD	307	15.0	2040	100.0
EXCELLENT	166	8.1		

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MTA ROUTE NUMBER=63

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	490	.	.	.
VERY POOR	130	6.6	130	6.6
POOR	165	8.4	295	15.0
AVERAGE	923	46.9	1218	62.0
GOOD	566	25.7	1724	87.7
EXCELLENT	242	12.3	1966	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	471	.	.	.
VERY POOR	75	3.6	75	3.6
POOR	75	3.8	150	7.6
AVERAGE	759	38.2	909	45.8
GOOD	616	31.0	1525	76.8
EXCELLENT	460	23.2	1985	100.0

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	453	.	.	.
VERY POOR	253	12.6	253	12.6
POOR	221	11.0	474	23.7
AVERAGE	1124	56.1	1598	79.8
GOOD	256	12.8	1854	92.6
EXCELLENT	143	7.4	2033	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	490	.	.	.
VERY POOR	94	4.8	94	4.8
POOR	269	13.7	363	18.5
AVERAGE	588	29.7	951	48.4
GOOD	523	26.6	1474	75.0
EXCELLENT	492	25.0	1966	100.0

MBTA ROUTE NUMBER-63

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	470	0	0	0
VERY POOR	74	3.7	74	3.7
POOR	164	8.3	238	12.0
AVERAGE	606	33.5	904	45.5
GOOD	617	31.1	1521	76.6
EXCELLENT	405	23.4	1986	100.0

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	527	0	0	0
VERY POOR	160	8.0	160	8.0
POOR	110	5.7	270	14.3
AVERAGE	654	33.9	930	48.2
GOOD	578	30.0	1508	78.2
EXCELLENT	421	21.8	1929	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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M3TA ROUTE NUMBER=64

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	28	.	.	.
ADULT CASH FARE	759	49.1	759	49.1
ADULT MONTH PASS	615	39.8	1374	88.9
SENIOR CITIZEN	90	5.8	1464	94.8
HANDICAPPED	22	1.4	1486	96.2
CHILD CASH	19	1.2	1505	97.4
STUDENT PASS	31	2.0	1536	99.4
OTHER	9	0.6	1545	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1034	.	.	.
A	222	41.2	222	41.2
C	276	51.2	498	92.4
D	10	3.3	508	95.7
E	16	3.0	524	98.7
F	7	1.3	531	100.0

INNER AREA MADE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	30	.	.	.
WALKED	646	41.9	646	41.9
BUS TRANSFER	193	12.5	839	54.4
RAIL TRANSIT	695	45.0	1534	99.4
WALK AND RIDE	9	0.6	1543	100.0

OUTER AREA MADE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	41	.	.	.
WALKED	1474	96.2	1474	96.2
BUS TRANSFER	30	2.0	1504	98.2
RAIL TRANSIT	16	1.0	1520	99.2
PARK AND RIDE	7	0.5	1527	99.7
OTHER	5	0.3	1532	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=64

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	1490	0	0	0
57	45	54.2	45	54.2
83	20	24.1	65	78.3
91	9	10.8	74	89.2
	9	10.8	83	100.0

ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	1450	0	0	0
47	37	32.2	37	32.2
57	9	7.8	45	40.0
66	12	10.4	58	50.4
83	5	4.3	63	54.6
86	10	13.9	79	68.7
91	19	15.7	97	84.3
	18	15.7	115	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	455	0	0	0
HB WORK	782	55.1	782	55.1
HB SCHOOL	245	17.3	1027	72.4
HB SHOPPING	96	6.2	1115	78.6
HB OTHER	157	11.1	1272	89.7
NON HB	146	10.3	1418	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 32

MBTA ROUTE NUMBER=64

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	94	0	0	0
BOSTON IN GENRL.	25	1.7	25	1.7
ARLINGTON	7	0.5	32	2.2
BRAINTREE	7	0.5	39	2.6
BROOKLINE	9	0.6	48	3.2
CAMBRIDGE	754	51.0	802	54.2
MALDEN	16	1.1	818	55.3
MEDFORD	9	0.6	827	55.9
QUINCY	14	0.9	841	56.9
UTHER TOWNS	7	0.5	848	57.3
SOMERVILLE	10	1.2	858	58.0
MALDEN	9	0.6	867	59.2
BACKBAY	45	3.0	912	62.2
BEACON HILL	32	2.2	944	64.4
FINANCIAL/RETAIL	95	6.4	1039	70.8
GOVT CENTER	20	5.4	1059	76.2
NORTH END	10	1.1	1069	77.3
PARK SQUARE	11	0.7	1080	78.0
SOUTH END	33	2.2	1113	80.3
WATERFRONT	9	0.5	1122	80.9
ALLSTON/BRIGHTON	59	4.0	1181	84.9
CHARLESTOWN	18	1.2	1200	86.1
FENWAY/PARK HILL	45	3.0	1245	89.1
MATTAPAN	5	0.3	1250	89.5
NORTH DORCHESTER	75	5.1	1325	94.5
SOUTH BOSTON	29	2.0	1354	96.5
SOUTH DORCHESTER	52	3.5	1406	100.0

TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	14	0	0	0
BOSTON IN GENRL.	5	0.3	5	0.3
BROOKLINE	5	0.3	10	0.6
CAMBRIDGE	99	6.4	109	7.3
NEWTON	9	0.6	118	7.6
UTHER TOWNS	7	0.4	125	8.0
WATERFRONT	5	0.3	130	8.3
FINANCIAL/RETAIL	11	0.7	141	9.0
SOUTH END	11	0.7	152	9.7
ALLSTON/BRIGHTON	1407	90.3	1559	100.0

# CENTRAL NORTH BUS STUDY 4EIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

10:13 THURSDAY, APRIL 23, 1967 53

MBTA ROUTE NUMBER-64

WEEKLY MBTA USE

TRFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	28	•	•	•
LESS THAN 1	60	3.9	60	3.9
1 TO 2 DAYS	83	5.4	143	9.3
3 TO 4 DAYS	150	9.7	293	19.0
5 DAYS	769	49.8	1062	68.7
MORE THAN 5	483	31.3	1545	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	44	•	•	•
17 OR UNDER	49	3.2	49	3.2
18 TO 24	526	34.4	575	37.6
25 TO 34	457	29.9	1032	67.5
35 TO 44	184	12.0	1216	79.5
45 TO 64	232	15.2	1448	94.7
65 OR OLDER	61	5.3	1509	100.0

LICENSED DRIVER Y/N

DRIV LIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	30	•	•	•
YES	931	60.3	931	60.3
NO	612	39.7	1543	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	48	•	•	•
YES	320	21.0	320	21.0
NO	1205	79.0	1525	100.0

# CENTRAL NORTH BUS STUDY #EIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1967

MBTA ROUTE NUMBER=04

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	250	•	•	•
UNDER \$5,000	85	6.4	85	6.4
\$5,000-14,999	206	15.6	291	22.0
\$15,000-114,999	288	21.8	579	43.8
\$15,000-119,999	287	21.7	866	65.5
\$20,000-129,999	263	20.0	1131	85.5
\$30,000-139,999	84	6.3	1215	91.8
\$40,000-149,999	49	3.7	1264	95.5
\$50,000 OR MORE	59	4.5	1323	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	149	•	•	•
VERY POOR	69	4.8	69	4.8
POOR	115	9.1	184	12.9
AVERAGE	346	24.3	530	37.2
GOOD	395	27.7	925	65.0
EXCELLENT	499	35.0	1424	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	129	•	•	•
VERY POOR	213	14.7	213	14.7
POOR	243	20.2	506	34.9
AVERAGE	630	43.4	1136	78.3
GOOD	235	16.2	1371	94.6
EXCELLENT	79	5.4	1450	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 55

MBIA ROUTE NUMBER=64

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	137	0	0	0
VERY POOR	60	4.2	60	4.2
POOR	159	11.1	219	15.3
AVERAGE	792	55.2	1011	70.4
GOOD	266	18.5	1277	88.9
EXCELLENT	159	11.1	1436	100.0

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	183	0	0	0
VERY POOR	26	1.4	26	1.4
POOR	77	5.5	103	7.4
AVERAGE	340	24.5	443	31.9
GOOD	487	35.0	930	66.9
EXCELLENT	460	33.1	1390	100.0

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	143	0	0	0
VERY POOR	137	9.6	137	9.6
POOR	220	15.4	357	25.0
AVERAGE	704	49.2	1061	74.2
GOOD	275	19.2	1336	93.4
EXCELLENT	94	6.6	1430	100.0

## BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	123	0	0	0
VERY POOR	78	5.4	78	5.4
POOR	137	9.4	215	14.8
AVERAGE	303	20.9	518	35.7
GOOD	423	31.2	941	67.0
EXCELLENT	479	33.0	1420	100.0

MBTA ROUTE NUMBER=64

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	125	0	0	0
VERY POOR	48	3.3	48	3.3
POOR	66	4.6	114	7.9
AVERAGE	391	27.0	505	34.9
GOOD	437	30.2	942	65.1
EXCELLENT	506	34.9	1448	100.0

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	180	0	0	0
VERY POOR	77	5.5	77	5.5
POOR	72	5.2	149	10.7
AVERAGE	462	34.6	631	45.3
GOOD	416	30.0	1049	75.3
EXCELLENT	344	24.7	1393	100.0

CENTRAL NORTH BJS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 57

MBTA ROUTE NUMBER=65

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
ADULT CASH FARE	894	47.7	894	47.7
ADULT MONTH PASS	679	36.2	1573	83.8
SENIOR CITIZEN	120	6.4	1693	90.2
HANDICAPPED	49	2.6	1742	92.9
CHILD CASH	82	4.4	1824	97.2
STUDENT PASS	52	2.8	1876	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1273	0	0	0
A	394	65.3	394	65.3
C	196	31.8	586	97.2
D	17	2.8	603	100.0

INNER AREA MODE TO OR FROM STOP

INMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	0	0	0	0
WALKED	1329	71.1	1329	71.1
BUS TRANSFER	222	11.9	1550	83.0
RAIL TRANSIT	310	16.6	1860	99.6
KISS AND RIDE	8	0.4	1868	100.0

OUTER AREA MODE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
WALKED	1730	92.2	1730	92.2
BUS TRANSFER	23	1.2	1753	93.4
RAIL TRANSIT	69	3.7	1822	97.1
PARK AND RIDE	29	1.5	1851	98.7
KISS AND RIDE	25	1.3	1876	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 58

MBTA ROUTE NUMBER=65

ROUTE TRANSFERRED FROM

FROM/TO	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	1755	0	0	0
57	115	95.0	115	95.0
66	6	5.0	121	100.0

ROUTE TRANSFERRED TO

TO/CUT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	1752	0	0	0
47	34	27.4	34	27.4
57	70	56.5	104	83.9
66	20	16.1	124	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	130	0	0	0
HB WORK	1171	67.1	1171	67.1
HB SCHOOL	210	12.0	1381	79.1
HB SHOPPING	30	1.7	1411	80.8
HB OTHER	155	9.5	1566	90.3
NON HB	176	9.7	1746	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=65

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	17	0	0	0
BROOKLINE	264	14.2	264	14.2
LYNN	17	0.9	281	15.1
MILTON	11	0.6	292	15.7
NEWTON	12	0.6	304	16.4
REVERE	11	0.6	315	16.9
WATERLOO	53	2.9	368	19.8
BACKBAY	28	1.5	396	21.3
BEACON HILL	16	0.9	412	22.2
FINANCIAL/RETAIL	44	2.4	456	24.6
PARK SQUARE	8	0.4	464	25.0
PRUDENTIAL	11	0.6	475	25.6
ALLSTON/BRIGHTON	132	7.1	607	32.7
FENWAY/PARK HILL	1150	61.3	1757	94.5
JAMAICA PLAIN	68	3.7	1825	98.2
MATTAPAN	17	0.9	1842	99.1
SOUTH DORCHESTER	17	0.9	1859	100.0

TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
BROOKLINE	457	24.4	457	24.4
WALTHAM	6	0.3	463	24.7
WATERLOO	23	1.2	486	25.9
ALLSTON/BRIGHTON	895	47.7	1381	73.6
FENWAY/PARK HILL	450	24.0	1831	97.6
HYDE PARK	17	0.9	1848	98.5
JAMAICA PLAIN	17	0.9	1865	99.4
NORTH DORCHESTER	11	0.6	1876	100.0

WEEKLY MBTA USE

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	18	0	0	0
LESS THAN 1	39	2.1	39	2.1
1 TO 2 DAYS	208	11.2	247	13.3
3 TO 4 DAYS	288	15.5	535	28.8
5 DAYS	731	39.3	1266	68.1
MORE THAN 5	592	31.9	1858	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:10 THURSDAY, APRIL 23, 1987 60

MTA ROUTE NUMBER=65

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	24			
17 OR UNDER	133	7.2	133	7.2
18 TO 24	465	25.1	598	32.3
25 TO 34	709	38.3	1307	70.6
35 TO 44	227	12.4	1534	82.8
45 TO 64	198	10.7	1732	93.5
65 OR OLDER	120	6.5	1852	100.0

LICENSED DRIVER Y/N

DRIVER	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	26			
YES	1255	67.6	1255	67.6
NO	595	32.2	1850	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	34			
YES	482	26.2	482	26.2
NO	1360	73.8	1842	100.0

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	283			
UNDER \$5000	92	5.3	92	5.3
\$5000-\$9999	156	9.9	250	15.7
\$10000-\$19999	298	18.7	548	34.4
\$20000-\$29999	327	20.5	875	54.9
\$30000-\$39999	358	22.5	1233	77.4
\$40000-\$49999	194	12.2	1427	89.6
\$50000-\$59999	31	3.1	1508	94.7
\$60000 OR MORE	85	5.3	1593	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER-65

RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	140	•	•	•
VERY POOR	137	7.9	137	7.9
POOR	184	10.6	321	18.5
AVERAGE	475	27.4	796	45.9
GOOD	545	31.4	1341	77.2
EXCELLENT	395	22.8	1736	100.0

CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	146	•	•	•
VERY POOR	105	6.2	105	6.1
POOR	359	23.0	503	29.1
AVERAGE	539	31.2	1042	60.2
GOOD	555	32.1	1597	92.3
EXCELLENT	133	7.7	1730	100.0

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	137	•	•	•
VERY POOR	59	3.4	59	3.4
POOR	273	15.7	332	19.1
AVERAGE	816	46.9	1148	66.0
GOOD	466	26.8	1614	92.8
EXCELLENT	125	7.2	1739	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	160	•	•	•
VERY POOR	90	5.2	90	5.2
POOR	175	10.0	265	15.4
AVERAGE	565	32.4	830	48.4
GOOD	478	27.4	1308	76.2
EXCELLENT	408	23.8	1716	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16118 THURSDAY, APRIL 23, 1987 62

## MBTA ROUTE NUMBER=05

### APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	192	.	.	.
VERY POOR	101	6.0	101	6.0
POOR	336	20.0	437	26.0
AVERAGE	637	37.8	1074	63.8
GOOD	490	29.1	1564	92.9
EXCELLENT	120	7.1	1684	100.0

### BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	169	.	.	.
VERY POOR	150	8.8	150	8.8
POOR	271	15.9	421	24.7
AVERAGE	376	22.1	799	46.8
GOOD	539	31.6	1338	78.4
EXCELLENT	369	21.6	1707	100.0

### COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	152	.	.	.
VERY POOR	55	3.2	55	3.2
POOR	75	4.4	130	7.5
AVERAGE	337	19.5	467	27.1
GOOD	263	32.7	1030	59.7
EXCELLENT	694	40.3	1724	100.0

### HELPPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	190	.	.	.
VERY POOR	64	3.8	64	3.8
POOR	133	7.9	197	11.7
AVERAGE	488	29.0	685	40.6
GOOD	477	28.4	1162	69.2
EXCELLENT	518	30.8	1680	100.0

# WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 63

MBTA ROUTE NUMBER=66

## TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	232			
ADULT CASH FARE	4832	51.8	4832	51.8
ADULT MONTH PASS	2671	28.7	7503	80.5
SENIOR CITIZEN	457	4.9	7960	85.4
HANDICAPPED	142	1.5	8102	86.9
CHILD CASH	627	6.7	8729	93.6
STUDENT PASS	543	5.8	9272	99.5
OTHER	50	0.5	9322	100.0

## TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	7497			
A	1303	63.3	1303	63.3
C	683	33.2	1986	96.5
D	26	1.3	2012	97.8
E	45	2.2	2057	100.0

## INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	303			
WALKED	4985	53.9	4985	53.9
BUS TRANSFER	2265	24.5	7250	78.4
RAIL TRANSIT	1726	18.7	8976	97.0
PARK AND RIDE	75	0.8	9051	97.8
KISS AND RIDE	260	2.2	9251	100.0

## OUTER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	523			
WALKED	7117	73.8	7117	78.8
BUS TRANSFER	863	9.0	7980	88.4
RAIL TRANSIT	1002	11.1	8982	99.5
KISS AND RIDE	49	0.5	9031	100.0

# CENTRAL NORTH BJS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:13 THURSDAY, APRIL 23, 1987 64

DATA ROUTE NUMBER=66

## ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	9108	0	0	0
2	26	1.8	26	1.8
3	26	1.8	52	3.6
15	99	6.8	151	10.4
19	52	3.6	203	14.0
22	358	24.8	561	38.8
23	206	14.2	767	53.0
42	50	3.5	817	56.5
44	102	7.1	919	63.6
45	50	3.5	969	67.0
57	236	16.3	1205	83.3
64	71	4.9	1276	88.2
65	71	4.9	1347	93.2
65	99	6.8	1446	100.0

## ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	8400	0	0	0
11	90	7.8	90	7.8
15	45	3.9	135	11.7
19	145	12.6	280	24.3
22	45	3.9	325	28.2
25	135	11.7	460	39.9
43	139	12.0	599	51.9
44	26	2.3	625	54.2
47	139	12.0	764	66.2
57	75	6.5	839	72.7
65	263	22.8	1102	95.5
86	26	2.3	1128	97.7
86	26	2.3	1154	100.0

## TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1602	0	0	0
HB WORK	3951	50.2	3951	50.2
HB SCHOOL	1305	16.6	5256	66.8
HB SHOPPING	508	6.5	5764	73.2
HB OTHER	922	11.7	6686	84.9
NON HB	1186	15.1	7872	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16118 THURSDAY, APRIL 23, 1987 65

MBTA ROUTE NUMBER-66

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1037	0.9	71	0.3
BOSTON IN GENRL.	71		1413	16.6
BROOKLINE	1342	15.3	1503	17.6
CAMBRIDGE	90	1.1	1552	18.2
DEDHAM	49	0.6	1597	18.8
QUINCY	45	0.5	1642	19.3
FINANCIAL/RETAIL	45	0.5	1666	19.6
NORTH END	26	0.3	1739	20.4
PARK SQUARE	71	0.8	1836	21.6
SOUTH END	97	1.1	1885	22.1
ALLSTON/BRIGHTON	49	0.6	4276	50.2
FENWAY/PARK HILL	2391	28.1	4328	50.8
HYDE PARK	52	0.6	5277	62.3
JAMAICA PLAIN	949	11.1	5355	62.9
MATTAPAN	78	0.9	6177	72.5
NORTH DORCHESTER	822	9.7	6226	73.1
ROSLINDALE	49	0.6	7935	93.2
ROXBURY	1709	20.1	8397	98.6
SOUTH DORCHESTER	462	5.4	8468	99.4
WEST ROXBURY	71	0.8	8517	100.0
MISCODED	49	0.6		

TOWN OR CITY AT OUTER END OF TRIP

OUTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	997	0	45	0.5
BELMONT	45	0.5	2142	25.0
BROOKLINE	2098	24.5	2242	26.2
CAMBRIDGE	99	1.2	2268	26.5
NEUFORD	26	0.3	2391	27.9
NEWTON	123	1.4	2436	28.4
WALTHAM	45	0.5	2562	30.1
WATERTOWN	146	1.7	7568	87.6
ALLSTON/BRIGHTON	4926	57.5	8469	99.1
FENWAY/PARK HILL	981	11.5	8515	99.4
NORTH DORCHESTER	26	0.3	8567	100.0
ROXBURY	52	0.6		

# 4EIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 66

MBTA ROUTE NUMBER=66

WEEKLY MBTA USE

TFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	559	0	0	0
LESS THAN 1	481	5.3	481	5.3
1 TO 2 DAYS	514	5.7	995	11.0
3 TO 4 DAYS	971	10.8	1966	21.9
5 DAYS	3896	43.3	5862	65.2
MORE THAN 5	3133	34.8	8995	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	729	0	0	0
17 OR UNDER	1012	11.5	1012	11.5
18 TO 24	2666	30.2	3680	41.7
25 TO 34	2722	30.8	6402	72.5
35 TO 44	975	11.0	7377	83.6
45 TO 64	991	11.2	8368	94.8
65 OR OLDER	457	5.2	8825	100.0

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	687	0	0	0
YES	4771	53.8	4771	53.8
NO	4096	46.2	8867	100.0

AUTO AVAILABLE FOR THIS TRIP

CAKAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	729	0	0	0
YES	1487	16.8	1487	16.8
NO	7338	83.2	8825	100.0

# WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:10 THURSDAY, APRIL 23, 1987 67

MBTA ROUTE NUMBER=66

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2642	•	•	•
UNDER \$5,000	1310	19.0	1310	19.0
\$5,000-\$9,999	1024	14.8	2334	33.8
\$10,000-\$14,999	1425	20.6	3759	54.4
\$15,000-\$19,999	1301	18.8	5060	73.2
\$20,000-\$29,999	902	13.0	5962	86.3
\$30,000-\$39,999	497	7.2	6459	93.4
\$40,000-\$49,999	353	5.1	6812	98.6
\$50,000 OR MORE	100	1.4	6912	100.0

## RELIABILITY OF SERVICE

RELIAB	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1228	•	•	•
VERY POOR	1451	17.4	1451	17.4
POOR	1355	16.3	2806	33.7
AVERAGE	3349	40.2	6155	73.9
GOOD	1186	14.2	7341	88.2
EXCELLENT	987	11.8	8326	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1048	•	•	•
VERY POOR	1853	21.8	1853	21.8
POOR	2525	29.7	4378	51.5
AVERAGE	2870	33.8	7254	85.3
GOOD	824	9.7	8078	95.0
EXCELLENT	426	5.0	8506	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 68

MBTA ROUTE NUMBER=66

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1123	.	.	.
VERY POOR	1568	18.0	1568	18.6
POOR	1335	15.8	2903	34.4
AVERAGE	3868	45.9	6771	80.3
GOOD	1123	13.3	7894	93.6
EXCELLENT	537	6.4	8431	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1124	.	.	.
VERY POOR	1387	16.5	1387	16.5
POOR	1334	15.9	2726	32.3
AVERAGE	3149	37.5	5875	69.9
GOOD	1404	16.7	7279	86.7
EXCELLENT	1221	14.3	8490	100.0

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1209	.	.	.
VERY POOR	1484	17.8	1484	17.8
POOR	1590	19.1	3074	36.6
AVERAGE	3344	40.1	6418	76.9
GOOD	2189	26.2	8607	91.2
EXCELLENT	738	8.8	9345	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1430	.	.	.
VERY POOR	2600	24.6	2600	24.6
POOR	1604	19.7	4204	44.4
AVERAGE	2728	25.3	6932	69.7
GOOD	1431	17.6	8363	87.3
EXCELLENT	1031	12.7	9394	100.0

MBTA ROUTE NUMBER-66

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1150	0	0	0
VERY POOR	747	8.9	747	8.9
POOR	1157	13.8	1904	22.7
AVERAGE	2747	32.7	4651	55.3
GOOD	1804	22.2	6455	77.5
EXCELLENT	1889	22.5	8344	100.0

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1380	0	0	0
VERY POOR	823	10.1	823	10.1
POOR	993	12.1	1816	22.2
AVERAGE	2893	35.4	4709	57.6
GOOD	1999	24.5	6708	82.1
EXCELLENT	1466	17.9	8174	100.0

MBTA ROUTE NUMBER=09

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	17	•	•	•
ADULT CASH FARE	1988	60.5	1988	60.5
ADULT MUNI PASS	793	24.1	2781	84.7
SENIOR CITIZEN	80	2.4	2861	87.1
HANDICAPPED	93	2.8	2954	90.0
CHILD CASH	136	4.1	3090	94.1
STUDENT PASS	122	3.7	3212	97.8
OTHER	72	2.2	3284	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	2627	•	•	•
A	338	50.1	338	50.1
C	224	33.2	562	83.4
D	70	10.4	632	93.8
E	21	3.1	653	96.9
F	21	3.1	674	100.0

INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	173	•	•	•
WALKED	2242	71.7	2242	71.7
BUS TRANSFER	439	4.4	2681	76.1
RAIL TRANSIT	554	20.9	3235	97.0
PARK AND RIDE	21	0.7	3056	97.7
KISS AND RIDE	72	2.3	3128	100.0

OUTER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	97	•	•	•
WALKED	1890	59.0	1890	59.0
BUS TRANSFER	730	24.0	2620	83.0
RAIL TRANSIT	349	10.9	3169	93.9
KISS AND RIDE	35	1.1	3204	100.0

# CENTRAL NORTH BJS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 71

MBTA ROUTE NUMBER=69

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	2822	0	2822	0
71	21	4.4	2843	4.4
73	17	3.5	2860	7.9
74	161	33.6	3021	41.5
76	38	7.9	3059	49.5
77	21	4.4	3080	53.9
80	42	8.8	3122	62.6
83	52	10.9	3174	73.5
86	21	4.4	3195	77.9
91	17	3.5	3212	81.4
95	72	15.0	3284	85.0
			479	100.0

ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
1	2733	0	2733	0
71	34	6.6	2767	5.6
72	38	7.3	2805	13.9
73	72	13.9	2877	27.6
74	163	31.5	3040	59.3
77	35	6.6	3075	66.0
79	69	17.2	3144	83.2
80	52	10.0	3196	93.2
86	55	6.8	3251	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	501	0	501	0
HB WORK	1428	51.0	1929	51.0
HB SCHOOL	458	16.4	2387	67.4
HB SHOPPING	294	9.1	2681	76.4
HB OTHER	335	12.0	2916	88.4
NON HB	325	11.6	3241	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 72

MBTA ROUTE NUMBER=69

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	283	0	0	0
BOSTON IN GENRL.	93	3.1	93	3.1
CAMBRIDGE	2173	72.0	2266	75.1
OTHER TOWNS	72	2.4	2338	77.5
LYNN	21	0.7	2359	78.2
SCHERVILLE	233	7.7	2592	85.9
BACKBAY	52	1.7	2644	87.6
BEACON HILL	89	2.9	2733	90.6
FINANCIAL/RETAIL	107	3.5	2840	94.1
GOVT CENTER	55	1.8	2895	95.9
PARK SQUARE	17	0.6	2912	96.5
SOUTH END	17	0.6	2929	97.1
FENWAY/PARKR HILL	17	0.6	2946	97.6
MYDE PARK	72	2.4	3016	100.0

TOWN OR CITY AT OUTER END OF TRIP

OUTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	318	0	0	0
OTHER TOWNS	42	1.4	42	1.4
BELMONT	145	4.9	187	6.3
BROOKLINE	35	1.2	222	7.4
CAMBRIDGE	2039	68.4	2261	75.8
MELFORD	72	2.4	2333	78.2
SEMERVILLE	230	7.7	2563	85.9
WALTHAM	21	0.7	2584	86.6
WATERGOWN	73	2.4	2657	89.1
BACKBAY	72	2.4	2729	91.5
ALLSTON/BRIGHTON	72	2.4	2801	93.9
FENWAY/PARKR HILL	89	3.0	2890	96.9
NORTH DORCHESTER	21	0.7	2911	97.6
SOUTH BOSTON	72	2.4	2983	100.0

# CENTRAL NORTH BUS STUDY WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 73

MBTA ROUTE NUMBER=69

WEEKLY MBTA USE

IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	152	•	•	•
LESS THAN 1	175	3.3	105	3.3
1 TO 2 DAYS	264	8.4	369	11.7
3 TO 4 DAYS	657	20.9	1026	32.6
5 DAYS	1335	42.4	2361	75.0
MORE THAN 5	708	25.0	3149	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	162	•	•	•
17 OR UNDER	290	9.2	290	9.2
18 TO 24	852	27.1	1142	36.4
25 TO 34	794	25.3	1936	61.7
35 TO 44	579	18.4	2515	80.1
45 TO 64	544	17.3	3059	97.5
65 OR OLDER	80	2.5	3139	100.0

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	186	•	•	•
YES	2163	69.4	2163	69.4
NO	952	30.6	3115	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	224	•	•	•
YES	703	22.8	703	22.8
NO	2374	77.2	3077	100.0

# WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16118 THURSDAY, APRIL 23, 1987 74

MBTA ROUTE NUMBER=69

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	673	•	•	•
UNDER \$5,000	276	10.5	276	10.5
\$5,000-\$9,999	384	14.6	660	25.1
\$10,000-\$14,999	433	16.5	1093	41.6
\$15,000-\$19,999	241	9.2	1334	50.8
\$20,000-\$29,999	435	16.6	1769	67.3
\$30,000-\$39,999	145	5.5	1914	72.8
\$40,000-\$49,999	165	6.3	2079	79.1
\$50,000 OR MORE	549	20.9	2628	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	496	•	•	•
VERY POOR	197	7.6	197	7.6
POOR	383	15.7	580	20.7
AVERAGE	742	28.5	1322	47.1
GOOD	718	28.6	2040	72.7
EXCELLENT	765	27.3	2805	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	421	•	•	•
VERY POOR	333	11.6	333	11.6
POOR	743	25.8	1076	37.4
AVERAGE	1065	37.7	2161	75.0
GOOD	537	18.6	2698	93.7
EXCELLENT	182	6.3	2880	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:10 THURSDAY, APRIL 23, 1987 75

MBTA ROUTE NUMBER=69

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	421	0	0	0
VERY POOR	341	11.8	341	11.8
POOR	419	14.5	760	26.4
AVERAGE	1242	43.1	2002	69.5
GOOD	700	24.3	2702	93.8
EXCELLENT	178	6.2	2880	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	531	0	0	0
VERY POOR	269	9.7	269	9.7
POOR	215	7.8	484	17.5
AVERAGE	692	25.3	1176	42.5
GOOD	789	28.5	1965	73.9
EXCELLENT	805	29.1	2770	100.0

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	421	0	0	0
VERY POOR	366	12.8	366	12.8
POOR	576	20.0	942	32.8
AVERAGE	1134	39.4	2076	72.2
GOOD	982	34.2	3058	92.4
EXCELLENT	220	7.6	3278	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	511	0	0	0
VERY POOR	177	6.3	177	6.3
POOR	366	13.1	543	19.5
AVERAGE	659	23.6	1202	43.1
GOOD	1907	68.1	3109	79.2
EXCELLENT	581	20.8	3690	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16:10 THURSDAY, APRIL 23, 1987 76

MBTA ROUTE NUMBER=09

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	477	0	0	0
VERY POOR	156	3.5	156	3.5
POOR	132	4.7	288	10.2
AVERAGE	685	24.3	973	34.5
GOOD	890	31.5	1863	66.0
EXCELLENT	961	34.0	2824	100.0

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	620	0	0	0
VERY POOR	228	8.5	228	8.5
POOR	149	5.6	377	14.1
AVERAGE	527	19.7	904	33.7
GOOD	914	34.1	1818	67.8
EXCELLENT	863	32.2	2681	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

16118 THURSDAY, APRIL 23, 1987 77

MBTA ROUTE NUMBER=70

TYPE OF FARE-PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	86	•	•	•
ADULT CASH FARE	2563	44.6	2563	44.6
ADULT MONTH PASS	1578	27.4	4141	72.0
SENIOR CITIZEN	297	5.2	4438	77.2
HANDICAPPED	282	4.9	4720	82.1
CHILD CASH	544	9.3	5264	91.5
STUDENT PASS	449	7.8	5713	99.3
OTHER	39	0.7	5752	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	4308	•	•	•
A	538	40.5	538	40.5
C	647	48.6	1185	89.1
D	40	3.5	1231	92.6
E	75	5.6	1306	98.2
F	24	1.8	1330	100.0

INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	221	•	•	•
WALKED	2592	46.1	2592	46.1
BUS TRANSFER	1134	20.2	3726	66.3
RAIL TRANSIT	1706	30.4	5432	96.7
PARK AND RIDE	36	0.6	5468	97.3
KISS AND RIDE	96	1.7	5564	99.1
TAXI	24	0.4	5588	99.5
OTHER	29	0.5	5617	100.0

CENTRAL NORTH BUS STUDY  
 4EIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=70

OUTER AREA MODE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	248	•	•	•
WALKED	4864	87.0	4864	97.0
BUS TRANSFER	309	5.5	5173	92.5
PARK AND RIDE	40	0.7	5213	93.3
MISS- AND RIDE	221	4.0	5434	97.2
TAXI	110	2.0	5544	99.2
OTHER	46	0.8	5590	100.0

ROUTE TRANSFERRED FROM

FROM/TO	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	5108	•	•	•
1	85	11.0	85	11.6
47	74	10.1	159	21.8
52	39	5.3	198	27.1
55	16	2.2	214	29.3
57	226	31.0	440	50.3
61	39	5.3	479	55.6
64	13	1.8	492	67.4
71	83	11.4	575	78.8
83	23	3.2	598	81.9
80	23	3.2	621	85.1
91	16	2.2	637	87.3
302	23	3.2	660	90.4
304	46	6.3	706	96.7
305	24	3.3	730	100.0

MBTA ROUTE NUMBER=70

ROUTE TRANSFERRED TO

TOUR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	5255	0	0	0
1	59	10.1	59	10.1
47	32	5.5	91	15.6
57	120	20.6	211	36.2
58	13	2.2	224	38.4
59	24	4.1	248	42.5
61	60	10.3	308	52.8
71	96	16.5	404	69.3
83	71	12.2	475	81.5
91	37	6.3	512	87.8
304	32	5.5	544	93.3
305	39	6.7	583	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1107	0	0	0
HB WORK	2221	46.9	2221	46.9
HB SCHOOL	991	20.9	3212	67.9
HB SHOPPING	436	9.3	3650	77.2
HB OTHER	441	9.3	4091	86.5
NON HB	646	13.5	4731	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=7J

TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	659	2.0	105	2.9
BOSTON IN GENRL.	105	0.3	118	2.3
ARLINGTON	13	0.4	141	2.7
BELMONT	23	0.4	164	3.2
OTHER TOWNS	23	0.4	250	4.8
BROOKLINE	86	1.7	1503	29.0
CAMBRIDGE	1253	24.2	1526	29.5
CHELSEA	23	0.4	1539	29.7
EVERETT	13	0.3	1555	30.0
MALDEN	16	0.3	1579	30.5
REDFORD	24	0.5	1619	31.3
NEWTON	40	0.8	1703	32.9
SOMERVILLE	84	1.6	1980	38.2
WALTHAM	277	5.3	3372	65.1
WATERTOWN	1392	26.9	3385	65.4
WYOMOUTH	13	0.3	3519	67.9
BACKBAY	154	2.0	3596	69.4
BEACON HILL	77	1.5	3801	73.4
FINANCIAL/RETAIL	230	4.3	3982	76.9
GOVT CENTER	191	3.2	4044	78.1
PARK SQUARE	62	1.2	4090	79.0
PRUDENTIAL	46	0.9	4159	80.3
SOUTH END	89	1.3	4175	80.6
WATERFRONT	16	0.3	4377	84.5
ALLSTON/BRIGHTON	292	3.9	4642	89.6
FENWAY/PARK HILL	265	5.1	4694	90.6
JAMAICA PLAIN	52	1.0	4717	91.1
PATTAPAN	23	0.4	4831	93.3
NORTH BURGHESTER	114	2.2	4894	94.5
ROXBURY	63	1.2	4930	95.2
SOUTH BOSTON	30	0.7	5140	99.2
SOUTH BURGHESTER	210	4.1	5175	100.0
WEST PLAZBURY	39	0.3		

TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	515	0	0	0
BELMONT	24	3.4	24	0.4
BROOKLINE	47	0.9	71	1.3
NEEDHAM	24	0.4	95	1.7
NEWTON	36	1.0	151	2.7
WALTHAM	2773	30.2	2924	52.9
WATERTOWN	2179	39.0	5103	92.4
ALLSTON/BRIGHTON	420	7.0	5523	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER=70

WEEKLY MBTA USE

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	355	•	•	•
LESS THAN 1	190	3.5	190	3.5
1 TO 2 DAYS	421	7.7	611	11.1
3 TO 4 DAYS	511	9.3	1122	20.5
5 DAYS	2671	49.1	3813	69.5
MORE THAN 5	1670	30.5	5483	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	333	•	•	•
17 OR UNDER	1012	18.4	1012	18.4
18 TO 24	1507	28.0	2519	47.2
25 TO 34	1268	23.0	3867	70.2
35 TO 44	871	15.8	4738	86.1
45 TO 64	450	8.3	5194	94.4
65 OR OLDER	311	5.6	5505	100.0

LICENSED DRIVER Y/N

DRIVER	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	329	•	•	•
YES	3101	56.3	3101	56.3
NO	2408	43.7	5509	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	370	•	•	•
YES	1152	21.1	1152	21.1
NO	4308	78.9	5460	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MBTA ROUTE NUMBER-70

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1700	9.0	374	9.0
UNDER \$5,000	374	15.5	1014	24.5
\$5,000-\$9,999	640	15.8	1669	40.3
\$10,000-\$14,999	655	13.7	2235	54.0
\$15,000-\$19,999	566	17.4	2953	71.4
\$20,000-\$29,999	718	13.4	3509	84.8
\$30,000-\$39,999	556	4.4	3690	89.2
\$40,000-\$49,999	181	10.8	4138	100.0
\$50,000 OR MORE	448			

RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	834	11.4	570	11.4
VERY POOR	570	13.7	1258	25.1
POOR	688	30.8	2799	55.9
AVERAGE	1541	22.1	3906	78.1
GOOD	1107	21.9	5004	100.0
EXCELLENT	1096			

CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	774	18.9	956	18.9
VERY POOR	956	23.5	2144	42.3
POOR	1168	39.8	4157	82.1
AVERAGE	2013	14.5	4893	96.6
GOOD	736	3.4	5064	100.0
EXCELLENT	171			

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES BY ROUTE

MTA ROUTE NUMBER=70

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	835	0	435	6.7
VERY POOR	435	8.7	1096	21.9
POOR	661	13.2	3431	68.6
AVERAGE	2335	46.7	4446	88.9
GOOD	1017	20.3	5003	100.0
EXCELLENT	555	11.1		

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	920	0	695	14.1
VERY POOR	695	14.1	1487	30.2
POOR	792	16.1	3191	64.9
AVERAGE	1704	34.6	4262	86.7
GOOD	1471	21.8	4916	100.0
EXCELLENT	650	13.3		

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	847	0	784	15.7
VERY POOR	784	15.7	1894	37.9
POOR	1110	22.2	3909	78.3
AVERAGE	2515	40.4	4724	94.7
GOOD	815	16.3	4991	100.0
EXCELLENT	267	5.3		

## BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	840	0	573	11.5
VERY POOR	573	11.5	1536	30.6
POOR	957	19.1	3024	60.6
AVERAGE	1499	30.0	4150	83.0
GOOD	1121	22.4	4998	100.0
EXCELLENT	840	17.0		

MBTA ROUTE NUMBER=70

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	869	5.9	291	5.9
VERY POOR	291	11.0	536	16.8
POOR	545	32.4	2445	49.2
AVERAGE	1609	23.5	3012	72.7
GOOD	1167	27.3	4969	100.0
EXCELLENT	1357			

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1082	5.7	272	5.7
VERY POOR	272	12.0	841	17.7
POOR	569	31.1	2321	46.8
AVERAGE	1480	26.2	3569	75.0
GOOD	1248	25.0	4757	100.0
EXCELLENT	1168			

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=83

## TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	104	•	•	•
ADULT CASH FARE	1823	42.2	1823	42.2
ADULT MONTH PASS	1581	36.6	3404	78.7
SENIOR CITIZEN	400	9.3	3804	88.0
HANDICAPPED	200	4.6	4004	92.6
CHILD CASH	192	4.4	4196	97.0
STUDENT PASS	80	1.9	4276	98.9
OTHER	48	1.1	4324	100.0

## TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	3420	•	•	•
A	500	49.6	500	49.6
C	461	45.7	961	95.3
D	47	4.7	1008	100.0

## INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	424	•	•	•
WALKED	1961	49.0	1961	49.0
BUS TRANSFER	833	20.8	2794	69.8
RAIL TRANSIT	1186	29.6	3980	99.4
PARK AND RIDE	24	0.6	4004	100.0

## OUTER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	311	•	•	•
WALKED	3885	94.4	3885	94.4
BUS TRANSFER	128	3.1	4013	97.5
RAIL TRANSIT	32	0.8	4045	98.3
PARK AND RIDE	24	0.6	4069	98.8
KISS AND RIDE	24	0.6	4093	99.4
OTHER	24	0.6	4117	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

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MTA ROUTE NUMBER=83

ROUTE TRANSFERRED FROM

FROM/TO	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	4164	0	0	0
1	56	21.2	56	21.2
47	56	21.2	112	42.4
69	80	30.3	192	72.7
70	24	9.1	216	81.8
77	24	9.1	240	90.9
91	24	9.1	264	100.0

ROUTE TRANSFERRED TO

TO/TOOT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	3935	0	0	0
1	71	12.0	71	12.0
47	71	12.0	142	23.9
63	118	19.9	260	43.8
64	47	7.9	307	51.8
69	56	9.4	363	61.2
70	56	9.4	419	70.7
77	103	17.4	522	88.0
97	47	7.9	569	96.0
96	24	4.0	593	100.0

TRIP PURPOSE

TRIP/PURP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1204	0	0	0
HB WORK	1682	52.2	1682	52.2
HB SCHOOL	232	7.2	1914	59.4
HB SHOPPING	535	16.6	2449	76.0
HB OTHER	446	13.9	2897	89.9
NON HB	327	10.1	3224	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=83

## TOWN OR CITY AT INNER END OF TRIP

INTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	678	2.3	80	2.3
BOSTON IN GENRL.	80	0.5	2229	62.8
CAMBRIDGE	2149	0.7	2253	63.5
CHELSEA	24	1.9	2301	64.8
MALDEN	48	0.7	2325	65.5
NEWTON	24	7.2	2580	72.7
SCHERVILLE	255	1.8	2644	74.5
WATERTOWN	64	2.0	2715	76.5
BACKBAY	71	6.9	2961	84.1
FINANCIAL/RETAIL	246	0.7	2985	84.8
NORTH END	24	0.7	3009	85.4
PARK SQUARE	24	1.4	3081	86.8
FREUDENTIAL	24	5.7	3135	87.5
SOUTH END	48	5.3	3244	92.8
WATERFRONT	24	0.7	3316	93.5
ALLSTON/BRIGHTON	189	0.9	3350	94.4
CHARLESTOWN	24	0.7	3374	95.0
FENWAY/PARK HILL	32	2.3	3454	97.3
LOGAN AIRPORT	24	0.7	3478	98.0
NORTH DORCHESTER	50	1.4	3526	99.3
RUXBURY	24	0.7	3550	100.0
SOUTH BOSTON	48			
SOUTH DORCHESTER	24			

## TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	494	1.4	56	1.4
ARLINGTON	56	80.4	3220	81.9
CAMBRIDGE	3164	0.6	3244	82.5
MEDFORD	24	17.5	3934	100.0
SCHERVILLE	690			

MBTA ROUTE NUMBER=83

WEEKLY MBTA USE

IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	436	•	•	•
LESS THAN 1	175	4.4	175	4.4
1 TO 2 DAYS	327	6.2	502	12.6
3 TO 4 DAYS	629	15.8	1131	28.3
5 DAYS	1394	34.9	2525	63.3
MORE THAN 5	1405	36.7	3930	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	436	•	•	•
17 OR UNDER	304	7.6	304	7.6
18 TO 24	749	18.7	1053	26.3
25 TO 34	1356	33.4	2389	59.8
35 TO 44	510	12.8	2899	72.5
45 TO 64	667	16.7	3566	89.2
65 OR OLDER	452	10.8	3996	100.0

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	375	•	•	•
YES	2390	59.0	2390	59.0
NO	1663	41.0	4053	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	327	•	•	•
YES	923	22.5	923	22.5
NO	3178	77.5	4101	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBIA ROUTE NUMBER-83

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1537	•	•	•
UNDER \$5,000	336	11.0	336	11.6
\$5,000-\$9,999	486	16.0	822	28.4
\$10,000-\$14,999	629	21.0	1451	50.2
\$15,000-\$19,999	635	22.0	2086	72.2
\$20,000-\$24,999	470	16.3	2556	88.4
\$25,000-\$34,999	191	6.6	2747	95.0
\$35,000-\$49,999	120	4.2	2867	99.2
\$50,000 OR MORE	24	0.8	2891	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	868	•	•	•
VERY POOR	431	12.1	431	12.1
POOR	366	10.3	797	22.4
AVERAGE	1225	34.4	2022	56.8
GOOD	513	14.6	2546	71.3
EXCELLENT	1020	28.7	3566	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	869	•	•	•
VERY POOR	937	26.3	937	26.3
POOR	706	19.9	1645	46.2
AVERAGE	1381	38.8	3026	85.0
GOOD	333	9.4	3359	94.4
EXCELLENT	200	5.6	3559	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=03

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	901	.	.	.
VERY POOR	358	10.2	358	10.2
POOR	414	11.7	772	21.9
AVERAGE	1458	41.3	2230	63.2
GOOD	749	21.2	2979	84.5
EXCELLENT	548	15.5	3527	100.0

## ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1116	.	.	.
VERY POOR	429	13.0	429	13.0
POOR	583	17.5	1009	30.5
AVERAGE	1147	34.6	2156	65.1
GOOD	590	17.8	2746	82.9
EXCELLENT	566	17.1	3312	100.0

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1021	.	.	.
VERY POOR	692	20.3	692	20.3
POOR	598	17.6	1290	37.9
AVERAGE	1519	44.6	2809	82.4
GOOD	327	9.6	3136	92.0
EXCELLENT	271	8.0	3407	100.0

## BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	917	.	.	.
VERY POOR	501	14.3	501	14.3
POOR	398	11.3	899	25.6
AVERAGE	1282	36.5	2181	62.1
GOOD	549	15.6	2730	77.8
EXCELLENT	781	22.2	3511	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=83

COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	989	7.2	247	7.2
VERY POOR	247	11.7	651	18.9
POOR	404	30.3	1694	49.3
AVERAGE	1043	17.2	2285	66.4
GOOD	591	33.6	3439	100.0
EXCELLENT	1154			

HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1108	13.4	444	13.4
VERY POOR	444	5.8	635	19.1
POOR	191	29.5	1615	48.6
AVERAGE	986	20.7	2301	69.3
GOOD	686	30.7	3320	100.0
EXCELLENT	1019			

MBTA ROUTE NUMBER=85

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
ADULT CASH FARE	212	52.3	212	52.3
ADULT MONTH PASS	165	40.7	377	93.1
SENIOR CITIZEN	17	4.2	394	97.3
STUDENT PASS	11	2.7	405	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	252	.	.	.
A	80	52.3	80	52.3
C	70	45.8	150	98.0
D	2	1.3	152	99.3
E	1	0.7	153	100.0

INNER AREA MADE TO OR FROM STOP

INMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
WALKED	292	72.1	292	72.1
RAIL TRANSIT	113	27.9	405	100.0

OUTER AREA MADE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
WALKED	384	94.6	384	94.6
BUS TRANSFER	21	5.2	405	100.0

ROUTE TRANSFERRED FROM

FROMROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
.	394	.	.	.
87	5	83.3	5	83.3
68	1	16.7	6	100.0

WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=85

ROUTE TRANSFERRED TO

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	390			
07	7	46.7	7	45.7
08	7	46.7	14	93.3
09	1	6.7	15	100.0

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	22			
HB WORK	261	68.1	261	68.1
HB SCHOOL	92	24.0	353	92.2
HB SHOPPING	2	0.5	355	92.7
HB OTHER	20	5.2	375	97.9
NON HB	8	2.1	383	100.0

TOWN OR CITY AT INNER END OF TRIP

TOWN OR CITY AT INNER END OF TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	16			
BOSTON IN GENRL.	1	0.3	1	0.3
BRAINTREE	1	0.3	2	0.5
CAMBRIDGE	292	75.5	294	76.0
NEWTON	1	0.3	295	76.2
QUINCY	1	0.3	296	76.5
SOMERVILLE	6	1.6	302	78.0
BACKBAY	7	1.8	309	79.8
BEACON HILL	9	2.3	318	82.2
FINANCIAL/RETAIL	25	6.5	343	88.6
GLV CENTER	17	4.4	360	93.0
PARK SQUARE	1	0.3	361	93.3
PRUDENTIAL	1	0.3	362	93.5
WATERFRONT	5	1.3	367	94.8
FENWAY/PARKR HILL	7	1.8	374	96.6
NORTH DORCHESTER	4	1.0	378	97.7
SOUTH BOSTON	9	2.3	387	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=85

TOWN OR CITY AT OUTER END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	11	.	.	.
CAMBRIDGE	30	7.6	30	7.6
MELROSE	1	0.3	31	7.9
SUMERVILLE	363	92.1	394	100.0

WEEKLY MBTA USE

TRFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	6	.	.	.
LESS THAN 1	7	1.8	7	1.8
1 TO 2 DAYS	5	1.3	12	3.0
3 TO 4 DAYS	56	12.5	62	15.5
5 DAYS	229	27.4	291	72.9
MORE THAN 5	136	27.1	399	100.0

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	6	.	.	.
17 OR UNDER	6	1.5	6	1.5
18 TO 24	127	32.0	133	33.5
25 TO 34	143	36.0	276	69.5
35 TO 44	36	9.1	312	78.6
45 TO 64	69	17.4	381	96.0
65 OR OLDER	16	4.0	397	100.0

LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	6	.	.	.
YES	288	72.2	288	72.2
NO	111	27.8	399	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES BY ROUTE

MTA ROUTE NUMBER-83

## AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	16	0	0	0
YES	104	26.7	104	26.7
NO	269	73.3	389	100.0

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	77	0	0	0
UNDER \$5,000	17	5.2	17	5.2
\$5,000-\$9,999	38	11.6	55	16.8
\$10,000-\$14,999	63	19.2	118	36.0
\$15,000-\$19,999	65	19.8	183	55.8
\$20,000-\$29,999	64	19.3	247	75.3
\$30,000-\$39,999	58	17.7	305	93.0
\$40,000-\$49,999	15	4.6	320	97.6
\$50,000 OR MORE	8	2.4	328	100.0

## RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	29	0	0	0
VERY POOR	5	1.3	5	1.3
POOR	12	3.2	17	4.5
AVERAGE	78	20.5	95	25.0
GOOD	98	25.8	193	50.8
EXCELLENT	107	49.2	300	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	32	0	0	0
VERY POOR	18	4.8	18	4.8
POOR	50	13.4	68	18.2
AVERAGE	109	45.3	237	63.5
GOOD	89	22.8	326	86.3
EXCELLENT	51	13.7	377	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=35

## COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	30	•	•	•
VERY POOR	97	12.5	47	12.5
POOR	52	14.1	100	26.7
AVERAGE	150	40.0	250	66.7
GOOD	84	17.1	334	83.7
EXCELLENT	61	16.3	375	100.0

## ADEQUATE SEATING IN THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	26	•	•	•
VERY POOR	17	4.5	17	4.5
POOR	16	4.2	33	8.7
AVERAGE	71	18.7	104	27.4
GOOD	101	26.6	205	54.1
EXCELLENT	174	45.9	379	100.0

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	24	•	•	•
VERY POOR	44	11.5	44	11.5
POOR	53	13.9	97	25.5
AVERAGE	168	44.1	265	69.6
GOOD	86	22.6	351	92.1
EXCELLENT	30	7.9	381	100.0

## BUSES CAME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	30	•	•	•
VERY POOR	8	2.1	8	2.1
POOR	11	2.9	19	5.1
AVERAGE	72	19.2	91	24.3
GOOD	112	29.9	203	54.1
EXCELLENT	172	45.9	375	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=85

## COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	32	•	•	•
VERY POOR	5	1.3	5	1.3
POOR	13	3.5	16	4.8
AVERAGE	48	12.9	66	17.7
GOOD	100	26.8	166	44.5
EXCELLENT	207	55.5	373	100.0

## HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	62	•	•	•
VERY POOR	11	3.2	11	3.2
POOR	7	2.0	19	5.2
AVERAGE	98	28.6	116	33.8
GOOD	80	25.1	202	58.9
EXCELLENT	141	41.1	343	100.0

DATA ROUTE NUMBER=86

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	8	0	8	0
ADULT CASH FARE	1254	38.5	1254	38.5
ADULT MONTH PASS	1616	49.0	2870	88.0
SENIOR CITIZEN	108	3.3	2978	91.3
HANDICAPPED	34	1.0	3012	92.4
CHILD CASH	91	2.8	3103	95.2
STUDENT PASS	143	4.4	3246	99.6
OTHER	14	0.4	3260	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1710	0	1710	0
A	977	63.0	977	63.0
C	504	32.0	1481	95.4
D	63	4.1	1544	99.5
E	9	0.5	1552	100.0

INNER AREA MADE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	83	0	83	0
WALKED	2385	74.9	2385	74.9
BUS TRANSFER	548	17.2	2933	92.1
RAIL TRANSIT	169	5.3	3102	97.4
PARK AND RIDE	15	0.5	3117	97.9
KISS AND RIDE	47	1.5	3164	99.3
OTHER	21	0.7	3185	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

NBIA ROUTE NUMBER=60

OUTER AREA MODE TO OR FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	90	•	•	•
WALKED	1981	62.3	1981	62.3
BUS TRANSFER	668	21.0	2649	83.4
RAIL TRANSIT	428	13.2	3067	96.6
PARK AND RIDE	50	1.6	3117	98.1
KISS AND RIDE	8	0.3	3125	98.3
TAXI	7	0.2	3132	98.6
OTHER	46	1.4	3178	100.0

ROUTE TRANSFERRED FROM

FROM/ROUT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
•	2690	•	•	•
1	14	2.4	14	2.4
57	119	20.6	133	23.0
65	75	13.0	209	36.0
69	7	1.2	215	37.2
71	22	3.8	237	41.0
73	47	8.1	284	49.1
74	15	2.6	299	51.7
77	6	1.0	307	53.1
78	6	1.0	315	54.5
80	8	1.4	323	55.9
89	43	7.4	366	63.3
92	8	1.4	374	64.7
93	71	12.3	445	77.0
94	16	2.8	461	79.8
95	23	4.0	484	83.7
96	22	3.8	506	87.5
101	16	2.8	522	90.3
104	48	8.3	570	98.6
109	8	1.4	578	100.0

# CENTRAL NORTH BUS STUDY WEEKDAY SURVEY RESPONSES BY ROUTE

16:18 THURSDAY, APRIL 23, 1987 100

MBTA ROUTE NUMBER=86

ROUTE TRANSFERRED TO

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	2706	0	0	0
1	40	7.1	40	7.1
27	59	10.3	98	17.4
66	22	3.9	120	21.4
71	50	8.9	170	30.2
73	78	13.9	248	44.1
74	15	2.7	263	46.8
75	25	5.0	291	51.8
77	36	6.4	327	58.2
80	7	1.2	334	59.4
83	7	1.2	341	60.7
84	34	6.0	375	66.7
92	7	1.2	382	68.0
93	70	12.5	452	80.4
94	7	1.2	459	81.7
95	7	1.2	466	82.9
96	48	8.5	514	91.5
104	48	8.5	562	100.0

## TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	355	0	0	0
HB WORK	1800	63.9	1800	63.9
HB SCHOOL	568	20.2	2368	84.0
HB SHOPPING	102	3.5	2470	87.5
HB OTHER	125	4.3	2595	91.8
NON HB	236	8.2	2831	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=86

## TOWN (BY CITY AT INNER END OF TRIP

TOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	165	0	0	0.2
ARLINGTON	7	0.2	7	1.0
BELMONT	23	0.7	30	6.0
BROOKLINE	50	5.0	186	34.9
CAMBRIDGE	678	28.3	1064	35.6
MEDFORD	20	0.6	1084	44.2
NEWTON	22	0.7	1106	45.1
SOMERVILLE	266	8.0	1372	46.0
LITTON TOWNS	27	0.9	1399	46.5
WALTHAM	28	0.9	1427	46.7
WATERTOWN	15	0.5	1442	98.4
FINANCIAL/RETAIL	7	0.2	1449	99.1
ALLSTON/BRIGHTON	1603	51.7	3052	99.5
FENWAY/PARK HILL	23	0.7	3075	100.0
JAMAICA PLAIN	14	0.5	3089	
NORTH DORCHESTER	14	0.5	3103	

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=86

## TOWN OR CITY AT WHICH END OF TRIP

OUTTOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	207	•	•	0.7
AKLINGTON	22	0.7	22	2.9
OTHER TOWNS	68	2.2	90	3.7
BELMONT	22	0.7	112	39.2
CAMBRIDGE	1089	35.6	1201	41.0
EVERETT	53	1.7	1254	44.1
MALDEN	96	3.1	1350	47.0
MEDFORD	88	2.9	1438	47.2
MILFORD	7	0.2	1445	47.5
QUINCY	8	0.3	1453	48.4
REVERE	27	0.9	1480	80.1
SCHEVILLE	973	31.5	2453	80.4
BACKBAY	7	0.2	2460	81.3
BEACON HILL	28	0.9	2488	84.2
FINANCIAL/RETAIL	90	2.9	2578	85.2
GOVT CENTER	30	1.0	2606	85.4
NORTH END	7	0.2	2613	86.3
PARK SQUARE	27	0.9	2642	86.6
WATERFRONT	8	0.3	2650	91.5
ALLSTON/BRIGHTON	150	4.9	2800	97.5
CHARLESTON	184	6.0	2984	98.6
NORTH DORCHESTER	35	1.1	3019	98.9
ROXBURY	7	0.2	3026	99.5
SOUTH DORCHESTER	20	0.7	3046	99.8
WEST ROXBURY	8	0.3	3054	100.0
MISCODED	7	0.2	3061	

## WEEKLY MBTA USE

TRIP	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	203	•	•	•
LESS THAN 1	56	1.8	56	1.8
1 TO 2 DAYS	194	6.3	250	8.2
3 TO 4 DAYS	366	11.9	616	20.1
5 DAYS	1523	49.7	2139	69.8
MORE THAN 5	926	30.2	3065	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=60

AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	190			
17 OR UNDER	262	8.5	262	8.5
18 TO 24	1065	34.6	1327	43.1
25 TO 34	1136	36.9	2463	80.0
35 TO 44	290	9.4	2753	89.4
45 TO 64	224	7.3	2977	96.7
65 OR OLDER	101	3.3	3078	100.0

LICENSED DRIVER Y/N

DRIV LIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	203			
YES	2100	68.5	2100	68.5
NO	965	31.5	3065	100.0

AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	232			
YES	715	23.6	715	23.6
NO	2321	76.4	3036	100.0

INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	654			
UNDER \$5,000	226	8.6	226	8.6
\$5,000-\$9,999	430	16.4	656	25.1
\$10,000-\$14,999	631	24.1	1287	49.2
\$15,000-\$19,999	505	19.3	1792	68.6
\$20,000-\$29,999	332	12.7	2124	81.3
\$30,000-\$39,999	235	9.0	2359	90.2
\$40,000-\$49,999	80	3.1	2439	93.3
\$50,000 OR MORE	175	6.7	2614	100.0

WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=86

RELIABILITY OF SERVICE

RELIABIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	335	0	0	0
VERY POOR	114	3.9	114	3.9
POOR	214	7.2	325	11.1
AVERAGE	925	31.5	1250	42.6
GOOD	903	30.8	2153	73.4
EXCELLENT	762	26.0	2935	100.0

CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	324	0	0	0
VERY POOR	337	11.4	337	11.4
POOR	502	17.1	839	28.5
AVERAGE	1353	46.0	2192	74.5
GOOD	615	20.9	2807	95.3
EXCELLENT	137	4.7	2944	100.0

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	346	0	0	0
VERY POOR	200	6.8	200	6.8
POOR	513	17.6	713	24.4
AVERAGE	1421	48.6	2134	73.0
GOOD	629	21.5	2762	94.5
EXCELLENT	160	5.5	2922	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	406	0	0	0
VERY POOR	105	3.7	105	3.7
POOR	360	12.0	465	16.2
AVERAGE	927	32.4	1392	48.6
GOOD	743	26.0	2135	74.6
EXCELLENT	727	25.4	2862	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=66

## APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	360	0	0	0
VERY POOR	397	13.8	397	13.8
POOR	596	20.7	993	34.5
AVERAGE	1256	43.7	2253	78.2
GOOD	524	18.2	2777	96.4
EXCELLENT	105	3.6	2882	100.0

## BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	333	0	0	0
VERY POOR	154	5.2	154	5.2
POOR	371	12.6	525	17.9
AVERAGE	962	32.6	1487	50.7
GOOD	862	29.4	2349	80.0
EXCELLENT	560	20.2	2935	100.0

## COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	360	0	0	0
VERY POOR	90	3.1	90	3.1
POOR	164	6.3	274	9.4
AVERAGE	915	31.5	1189	40.9
GOOD	955	32.8	2144	73.7
EXCELLENT	764	26.3	2908	100.0

## HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	404	0	0	0
VERY POOR	113	3.9	113	3.9
POOR	179	6.3	292	10.2
AVERAGE	900	31.4	1192	41.6
GOOD	1000	34.9	2192	76.5
EXCELLENT	672	23.5	2864	100.0

MTA ROUTE NUMBER=91

TYPE OF FARE PAID

FARE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	22	.	.	.
ADULT CASH FARE	1085	40.6	1085	40.6
ADULT MONTH PASS	1026	44.1	2111	90.7
SENIOR CITIZEN	79	3.4	2190	94.1
HANDICAPPED	33	1.4	2223	95.5
CHILD CASH	70	3.0	2293	98.5
STUDENT PASS	11	0.5	2304	99.0
OTHER	24	1.0	2328	100.0

TYPE OF PASS USED

PASS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	1335	.	.	.
A	582	57.3	582	57.3
C	400	39.4	982	96.7
D	44	1.1	993	97.8
F	22	2.2	1015	100.0

INNER AREA MODE TO OR FROM STOP

MODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	92	.	.	.
WALKED	1638	72.5	1638	72.5
BUS TRANSFER	969	16.3	2607	88.9
RAIL TRANSIT	177	7.8	2784	96.7
PARK AND RIDE	39	1.7	2823	98.4
KISS AND RIDE	11	0.5	2834	98.9
TAXI	24	1.1	2858	100.0

MBTA ROUTE NUMBER-91

OUTER AREA MADE TO OK FROM STOP

OUTMODE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
WALKED	1184	50.4	1184	50.4
BUS TRANSFER	639	27.2	1823	77.6
RAIL TRANSIT	459	19.5	2282	97.1
PARK AND RIDE	22	0.9	2304	98.0
TAXI	24	1.0	2328	99.1
OTHER	22	0.9	2350	100.0

ROUTE TRANSFERRED FROM

FROM ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	1939	0	11	2.7
1	11	2.7	91	22.1
47	00	19.5	102	24.8
63	11	2.7	174	42.3
64	72	17.5	185	45.0
69	11	2.7	268	65.2
79	83	20.2	312	75.9
80	44	10.7	323	78.6
88	11	2.7	334	81.3
89	11	2.7	356	86.6
95	22	5.4	367	89.3
101	11	2.7	411	100.0
104	44	10.7		

ROUTE TRANSFERRED TO

TO ROUTE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
0	1808	0	35	6.5
1	35	6.5	79	14.6
47	44	8.1	90	16.6
63	11	2.0	101	18.6
70	11	2.0	129	23.8
80	28	5.2	140	25.8
87	11	2.0	223	41.1
89	83	15.3	234	43.2
92	11	2.0	258	47.6
93	24	4.4	367	67.7
95	109	20.1	490	93.4
101	123	22.7	518	95.6
104	28	5.2	542	100.0
105	24	4.4		

CENTRAL NORTH BUS STUDY  
 WEEKDAY SURVEY RESPONSES BY ROUTE

16:10 THURSDAY, APRIL 23, 1987 108

MBTA ROUTE NUMBER=91

TRIP PURPOSE

TRIP PURPOSE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	542	.	.	.
HB WORK	1038	57.4	1038	57.4
HB SCHOOL	149	8.2	1187	65.7
HB SHOPPING	195	10.8	1382	76.4
HB OTHER	221	12.2	1603	88.7
NON HB	205	11.3	1808	100.0

TOWN OR CITY AT INNER END OF TRIP

TOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	175	.	.	.
BOSTON IN GENL.	24	1.1	24	1.1
BRAINTREE	11	0.5	35	1.6
CAMBRIDGE	1336	61.4	1371	63.0
NEWTON	11	0.5	1382	63.5
QUINCY	11	0.5	1393	64.0
SCHERVILLE	380	17.3	1773	81.3
MALDEN	72	3.3	1845	84.8
WATERTOWN	22	1.0	1867	85.8
BACKBAY	11	0.5	1878	86.3
FINANCIAL/RETAIL	11	0.5	1889	86.7
PRUDENTIAL	11	0.5	1900	87.2
ALLSTON/BRIGHTON	140	6.4	2040	93.8
FENWAY/PARK HILL	124	5.7	2164	99.5
NORTH DORCHESTER	11	0.5	2175	100.0

TOWN OR CITY AT OUTER END OF TRIP

TOWN	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	330	.	.	.
CAMBRIDGE	92	4.6	92	4.6
EVERETT	40	2.3	138	6.8
OTHER TOWNS	22	1.1	160	7.9
MALDEN	135	6.7	295	14.6
MEDFORD	61	3.0	356	17.6
SCHERVILLE	1360	67.3	1716	85.0
FINANCIAL/RETAIL	83	4.1	1799	89.1
NORTH END	24	1.2	1823	90.2
CHARLESTOWN	186	9.2	2009	99.2
JAMAICA PLAIN	11	0.5	2020	100.0

CENTRAL NORTH BUS STUDY  
WEIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

PATA ROUTE NUMBER-91

WEEKLY PATA USE

IFREQ	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	169	0	0	0
LESS THAN 1	133	6.1	133	6.1
1 TO 2 DAYS	83	3.8	216	9.9
3 TO 4 DAYS	157	7.2	373	17.1
5 DAYS	999	45.6	1367	62.7
MORE THAN 5	814	37.3	2181	100.0

## AGE OF RESPONDENT

AGE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	169	0	0	0
17 OR UNDER	94	4.3	94	4.3
18 TO 24	609	27.9	703	32.2
25 TO 34	648	29.7	1351	61.9
35 TO 44	372	17.1	1723	79.0
45 TO 64	379	17.4	2102	96.4
65 OR OLDER	79	3.6	2181	100.0

## LICENSED DRIVER Y/N

DRIVLIC	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	197	0	0	0
YES	1313	61.0	1313	61.0
NO	840	39.0	2153	100.0

## AUTO AVAILABLE FOR THIS TRIP

CARAVAIL	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	219	0	0	0
YES	471	22.1	471	22.1
NO	1660	77.9	2131	100.0

## MBTA ROUTE NUMBER=91

## INCOME CATEGORY

INCOME	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	708	0	0	0
UNDER \$5,000	271	16.5	271	16.5
\$5,000-\$9,999	225	13.7	496	30.2
\$10,000-\$14,999	275	17.0	771	47.2
\$15,000-\$19,999	498	18.4	1269	65.3
\$20,000-\$29,999	306	18.6	1575	84.0
\$30,000-\$39,999	219	13.3	1794	97.3
\$40,000-\$49,999	33	2.0	1827	99.3
\$50,000 OR MORE	11	0.7	1838	100.0

## RELIABILITY OF SERVICE

RELIAB	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	353	0	0	0
VERY POOR	167	5.4	167	5.4
POOR	70	3.9	237	9.3
AVERAGE	704	36.3	941	47.5
GOOD	459	23.6	1400	70.5
EXCELLENT	589	24.5	1989	100.0

## CLEANLINESS OF BUSES

CLEANLI	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	372	0	0	0
VERY POOR	420	22.8	420	22.8
POOR	354	17.9	774	40.6
AVERAGE	859	43.4	1633	84.1
GOOD	134	6.8	1767	90.8
EXCELLENT	181	9.2	1948	100.0

CENTRAL NORTH BUS STUDY  
WEEKDAY SURVEY RESPONSES BY ROUTE

RTA ROUTE NUMBER-91

COMFORT OF BUS RIDE

COMFORT	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	392	•	•	•
VERY POOR	388	19.9	388	19.8
POOR	367	18.7	755	38.6
AVERAGE	801	40.9	1556	79.5
GOOD	177	9.0	1733	88.5
EXCELLENT	225	11.5	1958	100.0

ADEQUATE SEATING ON THE BUS

SEATING	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	938	•	•	•
VERY POOR	120	6.3	120	6.3
POOR	118	6.2	238	12.4
AVERAGE	672	35.1	910	47.6
GOOD	438	22.9	1348	70.5
EXCELLENT	564	29.5	1912	100.0

APPEARANCE OF THE BUS

APPEAR	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	392	•	•	•
VERY POOR	378	19.3	378	19.3
POOR	400	20.4	778	39.7
AVERAGE	683	35.0	1463	74.7
GOOD	274	14.0	1737	88.7
EXCELLENT	221	11.3	1958	100.0

BUSES COME ON SCHEDULE

SCHEDULE	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	352	•	•	•
VERY POOR	205	10.5	205	10.5
POOR	255	13.0	460	23.5
AVERAGE	566	29.9	1046	53.4
GOOD	369	19.6	1355	69.2
EXCELLENT	603	30.8	1958	100.0

CENTRAL NORTH BUS STUDY  
ALIGHTED WEEKDAY SURVEY RESPONSES BY ROUTE

MBTA ROUTE NUMBER=91

## COURTESY OF THE DRIVERS

DRIVERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	414	0	0	0
VERY POOR	85	4.4	85	4.4
POOR	144	7.4	229	11.8
AVERAGE	434	22.7	668	34.5
GOOD	410	21.2	1078	55.7
EXCELLENT	850	44.3	1930	100.0

## HELPFULNESS OF MBTA PERSONNEL

TPERS	FREQUENCY	PERCENT	CUMULATIVE FREQUENCY	CUMULATIVE PERCENT
NO ANSWER	420	0	0	0
VERY POOR	174	9.0	174	9.0
POOR	138	7.2	312	16.2
AVERAGE	476	24.7	788	40.8
GOOD	278	14.4	1066	55.2
EXCELLENT	864	44.8	1930	100.0

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APPENDIX O  
SCHEDULE-RELATED STATISTICS

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## O.1 Weekday Schedule Statistics

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Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 1.0 =====							
Outbound (Length = 5.6 miles)							
Scheduled Run Time	31	35	36	39	39	35	31
Observed Run Time	29	35	33	38	41	31	29
STD of Obs Run Times	3.5	2.8	3.6	5.4	4.6	3.5	4.7
Scheduled Speed	10.8	9.6	9.3	8.6	8.6	9.6	10.8
Observed Speed	11.6	9.6	10.2	8.8	8.2	10.8	12.0
Inbound (Length = 6.4 miles)							
Scheduled Run Time	33	37	38	43	43	37	33
Observed Run Time	27	37	36	41	43	35	31
STD of Obs Run Times	3.6	5.1	4.3	6.2	5.7	4.0	5.8
Scheduled Speed	11.6	10.4	10.1	8.9	8.9	10.4	11.6
Observed Speed	14.2	10.4	10.7	9.4	8.9	11.0	12.4
Round Trip (Length = 12.0 miles)							
Scheduled Cycle Time	78	84	85	91	90	85	75
Sched RT Run Time	64	72	74	82	82	72	64
Obs RT Run Time	56	72	69	79	84	66	59
Sch Cycle/Run Time	1.22	1.17	1.15	1.11	1.10	1.18	1.17
Obs Cycle/Run Time	1.39	1.17	1.23	1.15	1.07	1.29	1.27
Sch Recovery/Layover Time	14	12	11	9	8	13	11
Obs Recovery/Layover Time	22	12	16	12	6	19	16
STD * 1.5	11	12	12	17	15	11	16
Route 1.1 =====							
Outbound (Length = 6.5 miles)							
Scheduled Run Time	--	--	--	--	--	--	34
Observed Run Time	--	--	--	--	--	--	27
STD of Obs Run Times	--	--	--	--	--	--	2.6
Scheduled Speed	--	--	--	--	--	--	11.5
Observed Speed	--	--	--	--	--	--	14.4
Inbound (Length = 7.2 miles)							
Scheduled Run Time	--	--	--	--	--	--	36
Observed Run Time	--	--	--	--	--	--	31
STD of Obs Run Times	--	--	--	--	--	--	4.9
Scheduled Speed	--	--	--	--	--	--	12.0
Observed Speed	--	--	--	--	--	--	13.9
Round Trip (Length = 13.7 miles)							
Scheduled Cycle Time	--	--	--	--	--	--	75
Sched RT Run Time	--	--	--	--	--	--	70
Obs RT Run Time	--	--	--	--	--	--	58
Sch Cycle/Run Time	--	--	--	--	--	--	1.07
Obs Cycle/Run Time	--	--	--	--	--	--	1.29
Sch Recovery/Layover Time	--	--	--	--	--	--	5
Obs Recovery/Layover Time	--	--	--	--	--	--	17
STD * 1.5	--	--	--	--	--	--	11

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 47.0 =====							
Outbound (Length = 4.9 miles)							
Scheduled Run Time	22	31	31	31	31	22	22
Observed Run Time	28	32	31	36	39	28	24
STD of Obs Run Times	2.3	2.7	2.9	4.2	6.6	2.2	4.6
Scheduled Speed	13.4	9.5	9.5	9.5	9.5	13.4	13.4
Observed Speed	10.5	9.2	9.5	8.2	7.5	10.5	12.3
Inbound (Length = 5.5 miles)							
Scheduled Run Time	24	33	33	33	33	24	24
Observed Run Time	29	40	35	36	38	32	27
STD of Obs Run Times	4.7	8.4	4.2	6.6	5.1	5.3	4.3
Scheduled Speed	13.8	10.0	10.0	10.0	10.0	13.8	13.8
Observed Speed	11.4	8.3	9.4	9.2	8.7	10.3	12.2
Round Trip (Length = 10.4 miles)							
Scheduled Cycle Time	65	80	80	90	90	60	60
Sched RT Run Time	46	64	64	64	64	46	46
Obs RT Run Time	57	72	66	72	77	60	51
Sch Cycle/Run Time	1.41	1.25	1.25	1.41	1.41	1.30	1.30
Obs Cycle/Run Time	1.14	1.11	1.21	1.25	1.17	1.00	1.18
Sch Recovery/Layover Time	19	16	16	26	26	14	14
Obs Recovery/Layover Time	8	8	14	18	13	0	9
STD * 1.5	11	17	11	16	18	11	13
Route 47.4 =====							
Outbound (Length = 3.0 miles)							
Scheduled Run Time	22	22	22	22	22	--	--
Observed Run Time	19	22	22	22	27	--	--
STD of Obs Run Times	0.7	1.6	3.5	2.2	5.5	--	--
Scheduled Speed	8.2	8.2	8.2	8.2	8.2	--	--
Observed Speed	9.5	8.2	8.2	8.2	6.7	--	--
Inbound (Length = 3.3 miles)							
Scheduled Run Time	--	20	--	20	20	--	--
Observed Run Time	--	22	--	26	26	--	--
STD of Obs Run Times	--	3.6	--	3.4	8.0	--	--
Scheduled Speed	--	9.9	--	9.9	9.9	--	--
Observed Speed	--	9.0	--	7.6	7.6	--	--
Round Trip (Length = 6.3 miles)							
Scheduled Cycle Time	--	50	--	54	54	--	--
Sched RT Run Time	--	42	--	42	42	--	--
Obs RT Run Time	--	44	--	48	53	--	--
Sch Cycle/Run Time	--	1.19	--	1.29	1.29	--	--
Obs Cycle/Run Time	--	1.14	--	1.13	1.02	--	--
Sch Recovery/Layover Time	--	8	--	12	12	--	--
Obs Recovery/Layover Time	--	6	--	6	1	--	--
STD * 1.5	--	8	--	8	20	--	--

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 57.0 =====							
Outbound (Length = 5.3 miles)							
Scheduled Run Time	23	27	27	32	32	28	23
Observed Run Time	24	25	23	26	30	26	24
STD of Obs Run Times	3.4	5.3	3.3	2.6	3.9	3.7	5.4
Scheduled Speed	13.8	11.8	11.8	9.9	9.9	11.4	13.8
Observed Speed	13.3	12.7	13.8	12.2	10.6	12.2	13.3
Inbound (Length = 5.7 miles)							
Scheduled Run Time	21	29	24	25	27	23	21
Observed Run Time	24	32	26	26	31	25	22
STD of Obs Run Times	3.3	5	2.9	3.5	4.8	2.3	2.8
Scheduled Speed	16.3	11.8	14.3	13.7	12.7	14.9	16.3
Observed Speed	14.3	10.7	13.2	13.2	11.0	13.7	15.5
Round Trip (Length = 11.0 miles)							
Scheduled Cycle Time	60	66	63	72	72	72	60
Sched RT Run Time	44	56	51	57	59	51	44
Obs RT Run Time	48	57	49	52	61	51	46
Sch Cycle/Run Time	1.36	1.18	1.24	1.26	1.22	1.41	1.36
Obs Cycle/Run Time	1.25	1.16	1.29	1.38	1.18	1.41	1.30
Sch Recovery/Layover Time	16	10	12	15	13	21	16
Obs Recovery/Layover Time	12	9	14	20	11	21	14
STD * 1.5	10	15	9	9	13	9	12
Route 60.0 =====							
Outbound (Length = 5.1 miles)							
Scheduled Run Time	22	28	28	30	30	23	22
Observed Run Time	19	25	24	28	31	24	16
STD of Obs Run Times	0.6	--	3.6	3.3	--	1.6	2.5
Scheduled Speed	13.9	10.9	10.9	10.2	10.2	13.3	13.9
Observed Speed	16.1	12.2	12.8	10.9	9.9	12.8	19.1
Inbound (Length = 5.1 miles)							
Scheduled Run Time	18	27	25	26	--	23	21
Observed Run Time	23	24	24	27	--	20	19
STD of Obs Run Times	2.8		3.0	3.7	--	2.5	2.6
Scheduled Speed	17.0	11.3	12.2	11.8	--	13.3	14.6
Observed Speed	13.3	12.8	12.8	11.3	--	15.3	16.1
Round Trip (Length = 10.2 miles)							
Scheduled Cycle Time	50	60	65	70	--	60	50
Sched RT Run Time	40	55	53	56	--	46	43
Obs RT Run Time	42	49	48	55	--	44	35
Sch Cycle/Run Time	1.25	1.09	1.23	1.25	--	1.30	1.16
Obs Cycle/Run Time	1.19	1.22	1.35	1.27	--	1.36	1.43
Sch Recovery/Layover Time	10	5	12	14	--	14	7
Obs Recovery/Layover Time	8	11	17	15	--	16	15
STD * 1.5	5	--	10	11	--	6	8

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn ====	AM Peak ====	Mid- Day ====	School Peak ====	PM Peak ====	Early Evening ====	Night ====
Route 60.1 =====							
Outbound (Length = 2.9 miles)							
Scheduled Run Time	--	17	--	19	23	--	--
Observed Run Time	---	18	---	20	21	---	---
STD of Obs Run Times	---	1.0	---	--	3.5	---	---
Scheduled Speed	---	10.2	---	9.2	7.6	---	---
Observed Speed	---	9.7	---	8.7	8.3	---	---
Inbound (Length = 2.7 miles)							
Scheduled Run Time	--	18	16	--	18	--	--
Observed Run Time	---	27	15	---	16	---	---
STD of Obs Run Times	---	10.6	--	---	2.6	---	---
Scheduled Speed	---	9.0	10.1	---	9.0	---	---
Observed Speed	---	6.0	10.8	---	10.1	---	---
Round Trip (Length = 5.6 miles)							
Scheduled Cycle Time	--	45	--	--	50	--	---
Sched RT Run Time	---	35	---	---	41	---	---
Obs RT Run Time	---	45	--	---	37	---	---
Sch Cycle/Run Time	---	1.29	---	---	1.22	---	---
Obs Cycle/Run Time	---	1.00	---	---	1.35	---	---
Sch Recovery/Layover Time	---	10	---	---	9	---	---
Obs Recovery/Layover Time	---	0	---	---	13	---	---
STD * 1.5	---	17	---	---	9	---	---
Route 60.4 =====							
Outbound (Length = 4.5 miles)							
Scheduled Run Time	--	26	--	--	30	--	---
Observed Run Time	---	23	---	---	27	---	---
STD of Obs Run Times	---	4	---	---	2.5	---	---
Scheduled Speed	---	10.4	---	---	9.0	---	---
Observed Speed	---	11.7	---	---	10.0	---	---
Inbound (Length = 4.6 miles)							
Scheduled Run Time	--	25	--	--	28	--	---
Observed Run Time	---	32	---	---	25	---	---
STD of Obs Run Times	---	5.9	---	---	2.6	---	---
Scheduled Speed	---	11.0	---	---	9.9	---	---
Observed Speed	---	8.6	---	---	11.0	---	---
Round Trip (Length = 9.1 miles)							
Scheduled Cycle Time	--	60	--	--	75	--	---
Sched RT Run Time	---	51	---	---	58	---	---
Obs RT Run Time	---	55	---	---	52	---	---
Sch Cycle/Run Time	---	1.18	---	---	1.29	---	---
Obs Cycle/Run Time	---	1.09	---	---	1.44	---	---
Sch Recovery/Layover Time	---	9	---	---	17	---	---
Obs Recovery/Layover Time	---	5	---	---	23	---	---
STD * 1.5	---	15	---	---	8	---	---

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 63.0 =====							
Outbound (Length = 4.3 miles)							
Scheduled Run Time	19	24	22	27	27	19	--
Observed Run Time	17	21	22	22	26	23	--
STD of Obs Run Times	2.1	2.7	2.7	1.4	1.8	0.6	--
Scheduled Speed	13.6	10.8	11.7	9.6	9.6	13.6	--
Observed Speed	15.2	12.3	11.7	11.7	9.9	11.2	--
Inbound (Length = 4.7 miles)							
Scheduled Run Time	16	24	19	27	27	16	16
Observed Run Time	17	25	22	27	28	17	23
STD of Obs Run Times	--	3.2	1.9	1.3	4.8	2.2	--
Scheduled Speed	17.6	11.8	14.8	10.4	10.4	17.6	17.6
Observed Speed	16.6	11.3	12.8	10.4	10.1	16.6	12.3
Round Trip (Length = 9.0 miles)							
Scheduled Cycle Time	50	60	60	60	60	50	--
Sched RT Run Time	35	48	41	54	54	35	--
Obs RT Run Time	34	46	44	49	54	40	--
Sch Cycle/Run Time	1.43	1.25	1.46	1.11	1.11	1.43	--
Obs Cycle/Run Time	1.47	1.30	1.36	1.22	1.11	1.25	--
Sch Recovery/Layover Time	15	12	19	6	6	15	--
Obs Recovery/Layover Time	16	14	16	11	6	10	--
STD * 1.5	--	9	7	4	10	4	--
Route 63.1 =====							
Outbound (Length = 6.5 miles)							
Scheduled Run Time	--	--	--	--	--	--	28
Observed Run Time	--	--	--	--	--	--	23
STD of Obs Run Times	--	--	--	--	--	--	2.5
Scheduled Speed	--	--	--	--	--	--	13.9
Observed Speed	--	--	--	--	--	--	17.0
Inbound (Length = 4.5 miles)							
Scheduled Run Time	--	--	--	--	--	--	19
Observed Run Time	--	--	--	--	--	--	17
STD of Obs Run Times	--	--	--	--	--	--	2.3
Scheduled Speed	--	--	--	--	--	--	14.2
Observed Speed	--	--	--	--	--	--	15.9
Round Trip (Length = 11.0 miles)							
Scheduled Cycle Time	--	--	--	--	--	--	56
Sched RT Run Time	--	--	--	--	--	--	47
Obs RT Run Time	--	--	--	--	--	--	40
Sch Cycle/Run Time	--	--	--	--	--	--	1.19
Obs Cycle/Run Time	--	--	--	--	--	--	1.40
Sch Recovery/Layover Time	--	--	--	--	--	--	9
Obs Recovery/Layover Time	--	--	--	--	--	--	16
STD * 1.5	--	--	--	--	--	--	7

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 64.5 =====							
Outbound (Length = 4.1 miles)							
Scheduled Run Time	20	24	22	22	29	20	20
Observed Run Time	16	21	23	25	26	21	23
STD of Obs Run Times	0.0	3.2	1.5	4.0	5.2	0.7	1.4
Scheduled Speed	12.3	10.3	11.2	11.2	8.5	12.3	12.3
Observed Speed	15.4	11.7	10.7	9.8	9.5	11.7	10.7
Inbound (Length = 4.6 miles)							
Scheduled Run Time	17	23	20	20	24	17	17
Observed Run Time	17	23	18	21	26	19	17
STD of Obs Run Times	--	3.8	2.6	1.0	4.3	3.4	1.4
Scheduled Speed	16.2	12.0	13.8	13.8	11.5	16.2	16.2
Observed Speed	16.2	12.0	15.3	13.1	10.6	14.5	16.2
Round Trip (Length = 8.7 miles)							
Scheduled Cycle Time	44	60	60	60	60	60	60
Sched RT Run Time	37	47	42	42	53	37	37
Obs RT Run Time	33	44	41	46	52	40	40
Sch Cycle/Run Time	1.19	1.28	1.43	1.43	1.13	1.62	1.62
Obs Cycle/Run Time	1.33	1.36	1.46	1.30	1.15	1.50	1.50
Sch Recovery/Layover Time	7	13	18	18	7	23	23
Obs Recovery/Layover Time	11	16	19	14	8	20	20
STD * 1.5	--	11	6	8	14	6	4
Route 65.0 =====							
Outbound (Length = 4.0 miles)							
Scheduled Run Time	--	26	24	26	33	26	--
Observed Run Time	--	24	23	28	29	28	--
STD of Obs Run Times	--	2.2	4.7	3.8	3.4	--	--
Scheduled Speed	--	9.2	10.0	9.2	7.3	9.2	--
Observed Speed	--	10.0	10.4	8.6	8.3	8.6	--
Inbound (Length = 4.3 miles)							
Scheduled Run Time	24	24	21	25	27	23	--
Observed Run Time	25	36	29	26	25	31	--
STD of Obs Run Times	--	6.4	4.7	1.2	4.7	--	--
Scheduled Speed	10.8	10.8	12.3	10.3	9.6	11.2	--
Observed Speed	10.3	7.2	8.9	9.9	10.3	8.3	--
Round Trip (Length = 8.3 miles)							
Scheduled Cycle Time	--	60	65	69	75	75	--
Sched RT Run Time	--	50	45	51	60	49	--
Obs RT Run Time	--	60	52	54	54	59	--
Sch Cycle/Run Time	--	1.20	1.44	1.35	1.25	1.53	--
Obs Cycle/Run Time	--	1.00	1.25	1.28	1.39	1.27	--
Sch Recovery/Layover Time	--	10	20	18	15	26	--
Obs Recovery/Layover Time	--	0	13	15	21	16	--
STD * 1.5	--	13	14	8	12	--	--

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 66.0 =====							
Outbound (Length = 3.7 miles)							
Scheduled Run Time	16	23	24	30	30	23	16
Observed Run Time	16	23	24	28	28	22	18
STD of Obs Run Times	1.0	2.7	3.2	3.9	6.0	3.9	5.0
Scheduled Speed	13.9	9.7	9.3	7.4	7.4	9.7	13.9
Observed Speed	13.9	9.7	9.3	7.9	7.9	10.1	12.3
Inbound (Length = 4.1 miles)							
Scheduled Run Time	18	24	26	28	28	23	18
Observed Run Time	18	27	31	35	34	23	22
STD of Obs Run Times	1.9	6.9	5.2	3.4	4.1	3.2	4.2
Scheduled Speed	13.7	10.3	9.5	8.8	8.8	10.7	13.7
Observed Speed	13.7	9.1	7.9	7.0	7.2	10.7	11.2
Round Trip (Length = 7.8 miles)							
Scheduled Cycle Time	46	60	72	63	68	65	60
Sched RT Run Time	34	47	50	58	58	46	34
Obs RT Run Time	34	50	55	63	62	45	40
Sch Cycle/Run Time	1.35	1.28	1.44	1.09	1.17	1.41	1.76
Obs Cycle/Run Time	1.35	1.20	1.31	1.00	1.10	1.44	1.50
Sch Recovery/Layover Time	12	13	22	5	10	19	26
Obs Recovery/Layover Time	12	10	17	0	6	20	20
STD * 1.5	4	14	13	11	15	11	14
Route 69.0 =====							
Outbound (Length = 2.6 miles)							
Scheduled Run Time	11	14	13	13	18	12	11
Observed Run Time	13	16	16	16	18	13	10
STD of Obs Run Times	2.1	2.0	2.9	2.4	2.5	2.4	1.7
Scheduled Speed	14.2	11.1	12.0	12.0	8.7	13.0	14.2
Observed Speed	12.0	9.8	9.8	9.8	8.7	12.0	15.6
Inbound (Length = 2.3 miles)							
Scheduled Run Time	13	17	16	16	18	14	13
Observed Run Time	9	15	13	16	17	17	12
STD of Obs Run Times	1.7	2.3	2.3	3.2	4.1	6.3	2.7
Scheduled Speed	10.6	8.1	8.6	8.6	7.7	9.9	10.6
Observed Speed	15.3	9.2	10.6	8.6	8.1	8.1	11.5
Round Trip (Length = 4.9 miles)							
Scheduled Cycle Time	32	40	40	50	45	41	35
Sched RT Run Time	24	31	29	29	36	26	24
Obs RT Run Time	22	31	29	32	35	30	22
Sch Cycle/Run Time	1.33	1.29	1.38	1.72	1.25	1.58	1.46
Obs Cycle/Run Time	1.45	1.29	1.38	1.56	1.29	1.37	1.59
Sch Recovery/Layover Time	8	9	11	21	9	15	11
Obs Recovery/Layover Time	10	9	11	18	10	11	13
STD * 1.5	6	6	8	8	10	13	7

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 70.0 =====							
Outbound (Length = 9.9 miles)							
Scheduled Run Time	36	49	44	44	49	36	36
Observed Run Time	35	42	48	52	53	43	40
STD of Obs Run Times	5.7	4.4	4.4	8.0	6.5	5.0	3.9
Scheduled Speed	16.5	12.1	13.5	13.5	12.1	16.5	16.5
Observed Speed	17.0	14.1	12.4	11.4	11.2	13.8	14.9
Inbound (Length = 9.3 miles)							
Scheduled Run Time	32	44	39	39	43	32	32
Observed Run Time	34	45	41	44	51	36	38
STD of Obs Run Times	4.2	3.4	4.3	6.2	10.3	2.7	6.1
Scheduled Speed	17.4	12.7	14.3	14.3	13.0	17.4	17.4
Observed Speed	16.4	12.4	13.6	12.7	10.9	15.5	14.7
Round Trip (Length = 19.2 miles)							
Scheduled Cycle Time	72	100	120	125	120	115	120
Sched RT Run Time	68	93	83	83	92	68	68
Obs RT Run Time	69	87	89	96	104	79	78
Sch Cycle/Run Time	1.06	1.08	1.45	1.51	1.30	1.69	1.76
Obs Cycle/Run Time	1.04	1.15	1.35	1.30	1.15	1.46	1.54
Sch Recovery/Layover Time	4	7	37	42	28	47	52
Obs Recovery/Layover Time	3	13	31	29	16	36	42
STD * 1.5	15	12	13	21	25	12	15
Route 70.2 =====							
Outbound (Length = 4.2 miles)							
Scheduled Run Time	15	24	20	20	25	--	--
Observed Run Time	18	19	19	21	22	--	--
STD of Obs Run Times	--	2.6	--	--	3.1	--	--
Scheduled Speed	16.8	10.5	12.6	12.6	10.1	--	--
Observed Speed	14.0	13.3	13.3	12.0	11.5	--	--
Inbound (Length = 4.5 miles)							
Scheduled Run Time	--	22	17	17	21	14	--
Observed Run Time	--	18	21	19	20	22	--
STD of Obs Run Times	--	0.8	--	--	1.5	--	--
Scheduled Speed	--	12.3	15.9	15.9	12.9	19.3	--
Observed Speed	--	15.0	12.9	14.2	13.5	12.3	--
Round Trip (Length = 8.7 miles)							
Scheduled Cycle Time	--	60	55	55	60	--	--
Sched RT Run Time	--	46	37	37	46	--	--
Obs RT Run Time	--	37	40	40	42	--	--
Sch Cycle/Run Time	--	1.30	1.49	1.49	1.30	--	--
Obs Cycle/Run Time	--	1.62	1.38	1.38	1.43	--	--
Sch Recovery/Layover Time	--	14	18	18	14	--	--
Obs Recovery/Layover Time	--	23	15	15	18	--	--
STD * 1.5	--	5	--	--	7	--	--

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 83.1 =====							
Outbound (Length = 3.5 miles)							
Scheduled Run Time	18	23	22	22	30	18	18
Observed Run Time	16	19	18	22	25	21	16
STD of Obs Run Times	3.2	2.9	2.8	3.8	4.6	1.0	4.2
Scheduled Speed	11.7	9.1	9.5	9.5	7.0	11.7	11.7
Observed Speed	13.1	11.1	11.7	9.5	8.4	10.0	13.1
Inbound (Length = 3.4 miles)							
Scheduled Run Time	19	27	24	24	28	19	19
Observed Run Time	18	28	21	23	23	22	14
STD of Obs Run Times	2.8	6.0	5.1	3.9	2.2	2.2	2.4
Scheduled Speed	10.7	7.6	8.5	8.5	7.3	10.7	10.7
Observed Speed	11.3	7.3	9.7	8.9	8.9	9.3	14.6
Round Trip (Length = 6.9 miles)							
Scheduled Cycle Time	40	60	60	60	60	53	45
Sched RT Run Time	37	50	46	46	58	37	37
Obs RT Run Time	34	47	39	45	48	43	30
Sch Cycle/Run Time	1.08	1.20	1.30	1.30	1.03	1.43	1.22
Obs Cycle/Run Time	1.18	1.28	1.54	1.33	1.25	1.23	1.50
Sch Recovery/Layover Time	3	10	14	14	2	16	8
Obs Recovery/Layover Time	6	13	21	15	12	10	15
STD * 1.5	9	13	12	12	10	5	10
Route 85.0 =====							
Outbound (Length = 2.5 miles)							
Scheduled Run Time	10	11	12	12	13	--	--
Observed Run Time	9	11	16	12	12	--	--
STD of Obs Run Times	--	1.3	2.3	0.0	2.1	--	--
Scheduled Speed	15.0	13.6	12.5	12.5	11.5	--	--
Observed Speed	16.7	13.6	9.4	12.5	12.5	--	--
Inbound (Length = 2.3 miles)							
Scheduled Run Time	10	14	12	12	13	11	--
Observed Run Time	8	13	16	16	11	11	--
STD of Obs Run Times	--	1.3	2.3	0.0	2.1	--	--
Scheduled Speed	13.8	9.9	11.5	11.5	10.6	12.5	--
Observed Speed	17.3	10.6	8.6	8.6	12.5	12.5	--
Round Trip (Length = 4.8 miles)							
Scheduled Cycle Time	25	33	41	40	40	--	--
Sched RT Run Time	20	25	24	24	26	--	--
Obs RT Run Time	17	24	32	28	23	--	--
Sch Cycle/Run Time	1.25	1.32	1.71	1.67	1.54	--	--
Obs Cycle/Run Time	1.47	1.38	1.28	1.43	1.74	--	--
Sch Recovery/Layover Time	5	8	17	16	14	--	--
Obs Recovery/Layover Time	8	9	9	12	17	--	--
STD * 1.5	--	4	7	0	6	--	--

Central North Bus Study  
Schedule Statistics - Weekdays

	Early Morn =====	AM Peak =====	Mid- Day =====	School Peak =====	PM Peak =====	Early Evening =====	Night =====
Route 86.6 =====							
Outbound (Length = 4.5 miles)							
Scheduled Run Time	20	32	29	29	33	25	20
Observed Run Time	20	27	25	27	31	24	21
STD of Obs Run Times	--	4.0	3.6	2.6	5.4	2.4	2.9
Scheduled Speed	13.5	8.4	9.3	9.3	8.2	10.8	13.5
Observed Speed	13.5	10.0	10.8	10.0	8.7	11.3	12.9
Inbound (Length = 4.8 miles)							
Scheduled Run Time	19	32	30	30	31	24	19
Observed Run Time	20	30	29	29	32	25	19
STD of Obs Run Times	1.5	5.1	3.9	2.4	2.8	--	1.0
Scheduled Speed	15.2	9.0	9.6	9.6	9.3	12.0	15.2
Observed Speed	14.4	9.6	9.9	9.9	9.0	11.5	15.2
Round Trip (Length = 9.3 miles)							
Scheduled Cycle Time	52	75	90	80	75	66	60
Sched RT Run Time	39	64	59	59	64	49	39
Obs RT Run Time	40	57	54	56	63	49	40
Sch Cycle/Run Time	1.33	1.17	1.53	1.36	1.17	1.35	1.54
Obs Cycle/Run Time	1.30	1.32	1.67	1.43	1.19	1.35	1.50
Sch Recovery/Layover Time	13	11	31	21	11	17	21
Obs Recovery/Layover Time	12	18	36	24	12	17	20
STD * 1.5	--	14	11	8	12	--	6
Route 91.0 =====							
Outbound (Length = 2.5 miles)							
Scheduled Run Time	13	16	14	17	20	15	13
Observed Run Time	11	14	13	16	17	11	14
STD of Obs Run Times	--	2.2	2.3	3.6	3.1	6.4	1.3
Scheduled Speed	11.5	9.4	10.7	8.8	7.5	10.0	11.5
Observed Speed	13.6	10.7	11.5	9.4	8.8	13.6	10.7
Inbound (Length = 2.6 miles)							
Scheduled Run Time	12	17	13	14	16	12	12
Observed Run Time	12	17	17	19	16	14	13
STD of Obs Run Times	--	2.9	2.5	3.6	3.8	3.0	2.0
Scheduled Speed	13.0	9.2	12.0	11.1	9.8	13.0	13.0
Observed Speed	13.0	9.2	9.2	8.2	9.8	11.1	12.0
Round Trip (Length = 5.1 miles)							
Scheduled Cycle Time	30	45	41	45	45	43	30
Sched RT Run Time	25	33	27	31	36	27	25
Obs RT Run Time	23	31	30	35	33	25	27
Sch Cycle/Run Time	1.20	1.36	1.52	1.45	1.25	1.59	1.20
Obs Cycle/Run Time	1.30	1.45	1.37	1.29	1.36	1.72	1.11
Sch Recovery/Layover Time	5	12	14	14	9	16	5
Obs Recovery/Layover Time	7	14	11	10	12	18	3
STD * 1.5	--	8	7	11	10	14	5

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## 0.2 Time Point Locations

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Central North Bus  
Time Point Locations - Running Time Statistics

Route(s)	Time Point #		Locations
	Outbound	Inbound	
1.0/1.1	-	3	Dudley Station
	1	2	Mass. Ave. @ Newbury
	2	1	Mass. Ave. @ MIT†
	3	-	Harvard Square
47.0	-	4	City Hospital
	1	3	Dudley Station
	2	2	Huntington @ Longwood*
	3	1	Brookline Ave. @ Sears driveway*
	4	-	Central Square
47.4	-	3	City Hospital
	1	2	Dudley Station
	2	1	Huntington @ Longwood*
	3	-	Brookline Ave. @ Sears driveway
57.0	-	4	Kenmore Busway
	1	3	Brighton Ave. @ Comm. Ave.
	2	2	Cambridge St. @ Washington St.†
	3	1	Oak Square
	4	-	Watertown Yard
60.0/60.4	-	2	Kenmore Busway
	1	1	Brookline Ave. @ Washington St.
	2	-	Chestnut Hill
60.1	-	2	Kenmore Busway
	1	1	Brookline Ave. @ Washington St.
	2	-	Cypress & High
63.0	-	3	Central Square
	1	2	Market @ Western
	2	1	Market @ Washington
	3	-	Cleveland Circle
63.1	-	2	Central Square
	1	1	Union Square
	2	-	Oak Square†
	3	-	Cleveland Circle

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\*Time point location differs from that used by MBTA.

†Time point location added to those used by MBTA.

Central North Bus  
Time Point Locations - Running Time Statistics

<u>Route(s)</u>	<u>Time Point #</u>		<u>Locations</u>
	<u>Outbound</u>	<u>Inbound</u>	
64.5	-	2	Central Square
	1	1	Union Square
	2	-	Oak Square
65.0	-	3	Kenmore Busway
	1	2	Brookline Village
	2	1	Washington St. @ Beacon
	3	-	Brighton Center
66.0	-	2	Dudley Station
	1	1	Brookline Village
	2	-	Union Square
69.0	-	2	Lechmere Station
	1	1	Inman Square†
	2	-	Harvard Square
70.0	-	4	Central Square
	1	3	Market @ Western
	2	2	Watertown Square
	3	1	Waltham Center
	4	-	Cedarwood
70.1	-	4	Central Square
	1	3	Market @ Western
	2	2	Watertown Square
	3	1	Waltham Center
	4	-	Lexington St. @ Trapelo Rd.
70.2	-	2	Central Square
	1	1	Market @ Western
	2	-	Watertown Square
70.3	-	2	Central Square
	1	1	Watertown Square
	2	-	Waltham Center
83.1	-	2	Central Square
	1	1	Porter Square
	2	-	Rindge @ Alewife Brook Parkway

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\*Time point location differs from that used by MBTA.

†Time point location added to those used by MBTA.

Central North Bus  
Time Point Locations - Running Time Statistics

<u>Route(s)</u>	<u>Time Point #</u>		<u>Locations</u>
	<u>Outbound</u>	<u>Inbound</u>	
85.0	-	2	Kendall Square
	1	1	Union Square
	2	-	Spring Hill
86.6	-	3	Union Square (Allston)
	1	2	Harvard Square
	2	1	Union Square (Somerville)
	3	-	Sullivan Station
91.0	-	2	Central Square
	1	1	Union Square
	2	-	Sullivan Station



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### 0.3 Running Time Statistics

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16:28 TUESDAY, APRIL 12, 1988 1

CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
SUMMARY STATISTICS

ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
1.0	OUTBOUND	ALL DAY	11.9( 2.9)	11.5( 2.8)	10.6( 3.3)	. ( . )	34.2( 5.9)	102
1.0	OUTBOUND	300-659A	9.3( 2.5)	10.0( 1.7)	8.5( 0.7)	. ( . )	28.5( 3.5)	3
1.0	OUTBOUND	700-859A	12.9( 2.6)	12.0( 1.9)	9.5( 1.7)	. ( . )	34.6( 2.8)	14
1.0	OUTBOUND	900A-159P	11.9( 2.2)	10.8( 1.9)	10.0( 2.0)	. ( . )	32.7( 3.6)	30
1.0	OUTBOUND	200-359P	13.4( 2.1)	12.2( 1.8)	12.8( 5.6)	. ( . )	38.1( 5.4)	14
1.0	OUTBOUND	400-559P	14.3( 2.4)	14.3( 3.0)	12.8( 2.8)	. ( . )	41.4( 4.6)	16
1.0	OUTBOUND	600-759P	10.2( 2.8)	10.2( 3.9)	10.4( 3.7)	. ( . )	30.7( 3.5)	11
1.0	OUTBOUND	800P-259A	8.7( 1.8)	10.2( 2.4)	8.9( 2.7)	. ( . )	27.7( 4.7)	14
1.0	INBOUND	ALL DAY	12.9( 3.0)	11.6( 3.4)	12.2( 4.1)	. ( . )	36.9( 6.5)	108
1.0	INBOUND	300-659A	10.2( 2.8)	9.7( 2.3)	9.2( 3.3)	. ( . )	28.0( 3.4)	6
1.0	INBOUND	700-859A	14.5( 3.6)	11.5( 3.3)	11.4( 2.0)	. ( . )	37.5( 4.4)	16
1.0	INBOUND	900A-159P	12.3( 3.2)	10.3( 3.0)	12.5( 3.1)	. ( . )	35.9( 4.4)	30
1.0	INBOUND	200-359P	14.1( 1.8)	11.7( 2.9)	14.8( 3.0)	. ( . )	41.4( 6.2)	14
1.0	INBOUND	400-559P	13.7( 2.5)	15.0( 3.9)	14.5( 5.3)	. ( . )	42.9( 5.7)	18
1.0	INBOUND	600-759P	12.3( 1.7)	11.3( 2.4)	11.1( 4.9)	. ( . )	34.8( 4.0)	9
1.0	INBOUND	800P-259A	11.0( 2.9)	10.7( 2.3)	9.9( 2.9)	. ( . )	31.2( 5.8)	15
1.1	OUTBOUND	ALL DAY	. ( . )	. ( . )	. ( . )	. ( . )	27.0( 2.6)	3
1.1	OUTBOUND	300P-259A	. ( . )	. ( . )	. ( . )	. ( . )	27.0( 2.6)	3
1.1	INBOUND	ALL DAY	9.7( 2.5)	9.0( 5.1)	12.0( 3.5)	. ( . )	30.7( 4.9)	3
1.1	INBOUND	300P-259A	9.7( 2.5)	9.0( 5.1)	12.0( 3.5)	. ( . )	30.7( 4.9)	3
4.2	OUTBOUND	ALL DAY	5.7( 2.2)	5.9( 2.7)	7.0( 2.9)	7.7( 2.3)	31.6( 6.1)	57
4.2	OUTBOUND	300-659A	4.7( 0.6)	7.3( 3.2)	8.3( 3.5)	7.3( 1.2)	27.7( 2.3)	3
4.2	OUTBOUND	700-859A	4.6( 1.8)	1.0( 1.3)	8.2( 2.9)	9.6( 1.9)	32.0( 2.7)	7
4.2	OUTBOUND	900A-159P	5.7( 2.2)	9.5( 3.2)	6.1( 1.1)	9.1( 1.0)	30.9( 2.9)	17
4.2	OUTBOUND	200-359P	7.3( 2.3)	10.6( 1.9)	9.0( 1.9)	10.4( 1.9)	36.3( 4.2)	9
4.2	OUTBOUND	400-559P	6.9( 2.0)	9.4( 2.6)	9.5( 4.5)	12.4( 3.3)	38.9( 6.6)	8
4.2	OUTBOUND	600-759P	4.0( 0.0)	7.7( 2.3)	6.7( 0.6)	9.5( 0.6)	28.3( 2.2)	4
4.2	OUTBOUND	800P-259A	4.8( 2.2)	5.8( 2.2)	4.0( 2.8)	8.4( 2.1)	23.9( 4.6)	9

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ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
47.0	INBOUND	ALL DAY	12.7( 4.1)	7.2( 3.2)	6.8( 2.1)	8.2( 2.3)	34.3( 6.7)	55
47.0	INBOUND	300-659A	10.0( 3.6)	5.3( 1.7)	5.5( 2.6)	7.8( 2.5)	28.5( 4.7)	4
47.0	INBOUND	700-859A	15.2( 4.3)	9.8( 3.2)	5.8( 2.1)	8.7( 1.8)	39.5( 8.4)	6
47.0	INBOUND	500A-159P	13.1( 5.0)	7.9( 2.2)	7.2( 2.7)	9.4( 1.8)	35.4( 4.2)	17
47.0	INBOUND	200-359P	12.3( 3.6)	9.2( 3.6)	7.0( 1.1)	7.6( 1.7)	36.1( 6.6)	9
47.0	INBOUND	400-559P	15.0( 3.2)	8.6( 2.2)	7.7( 1.5)	9.0( 3.0)	38.3( 5.1)	7
47.0	INBOUND	500-759P	9.0( 0.0)	8.0( 4.0)	7.0( 1.0)	8.8( 1.9)	32.3( 5.3)	4
47.0	INBOUND	600P-259A	11.5( 2.8)	3.3( 1.3)	6.4( 2.0)	5.0( 0.8)	26.5( 4.3)	8
47.4	OUTBOUND	ALL DAY	5.9( 1.7)	10.1( 2.0)	7.1( 2.9)	. ( . )	23.1( 4.1)	32
47.4	OUTBOUND	300-559A	5.3( 0.5)	6.8( 1.3)	5.3( 1.0)	. ( . )	19.3( 1.0)	4
47.4	OUTBOUND	700-929A	5.8( 2.0)	10.5( 2.5)	5.6( 1.4)	. ( . )	22.0( 2.0)	14
47.4	OUTBOUND	200-359P	5.3( 0.8)	9.4( 1.5)	7.0( 1.6)	. ( . )	22.2( 2.2)	5
47.4	OUTBOUND	400-559P	6.4( 2.1)	10.3( 1.5)	10.0( 3.5)	. ( . )	26.8( 5.5)	9
47.4	INBOUND	ALL DAY	9.7( 4.2)	9.9( 1.8)	8.3( 2.3)	. ( . )	23.7( 5.4)	26
47.4	INBOUND	300-659A	6.0( 1.0)	7.5( 2.1)	8.0( 0.0)	. ( . )	21.0( 2.6)	3
47.4	INBOUND	700-829A	7.7( 3.6)	6.0( 1.5)	7.8( 2.2)	. ( . )	21.9( 4.0)	11
47.4	INBOUND	200-359P	8.0( 1.9)	8.2( 1.6)	9.6( 1.1)	. ( . )	25.8( 3.4)	5
47.4	INBOUND	400-559P	10.7( 5.3)	6.7( 2.1)	8.4( 3.1)	. ( . )	25.9( 8.0)	7
52.0	OUTBOUND	ALL DAY	9.3( 1.9)	9.4( 1.7)	4.6( 1.9)	7.8( 2.9)	25.2( 4.5)	128
52.0	OUTBOUND	300-559A	4.8( 1.3)	7.3( 2.2)	4.0( 1.4)	7.0( 1.3)	23.2( 2.9)	6
52.0	OUTBOUND	700-859A	9.0( 3.3)	7.6( 1.5)	5.0( 1.8)	8.1( 5.2)	26.1( 5.3)	22
52.0	OUTBOUND	200-359P	5.7( 1.0)	5.3( 1.2)	4.2( 1.3)	7.0( 1.4)	22.7( 2.9)	33
52.0	OUTBOUND	400-559P	6.8( 1.5)	5.4( 1.6)	5.5( 1.6)	7.4( 1.4)	26.0( 2.6)	15
52.0	OUTBOUND	500-759P	7.4( 2.0)	7.7( 1.6)	6.4( 2.9)	8.0( 1.7)	29.5( 3.9)	20
52.0	OUTBOUND	600-759P	7.3( 1.6)	9.4( 1.0)	4.4( 0.7)	7.9( 1.7)	26.3( 3.7)	17
52.0	OUTBOUND	600P-259A	9.7( 2.5)	4.3( 1.3)	3.5( 1.7)	9.1( 3.3)	23.9( 5.4)	15
52.0	INBOUND	ALL DAY	7.9( 2.2)	9.4( 1.5)	5.4( 1.9)	7.1( 2.3)	26.9( 4.9)	132
52.0	INBOUND	300-659A	7.9( 1.7)	9.0( 0.5)	5.2( 1.2)	5.3( 1.5)	24.4( 3.0)	8
52.0	INBOUND	700-859A	9.9( 2.3)	6.5( 1.6)	7.6( 2.4)	8.9( 3.1)	31.6( 4.7)	28
52.0	INBOUND	200-359P	7.8( 1.7)	9.6( 1.2)	5.2( 1.1)	5.7( 1.3)	25.9( 2.9)	35
52.0	INBOUND	400-559P	7.8( . )	9.3( 1.2)	6.1( 1.1)	5.7( 1.3)	25.8( 3.5)	13

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ROUTE	DIRECTION	TIME PERIOD	RUNNING TIME - MEAN (STD)					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
57.0	INBOUND	400-559P	8.9( 3.4)	4.8( 1.3)	6.8( 1.9)	8.7( 1.0)	30.6( 4.8)	20
57.0	INBOUND	600-759P	7.6( 1.1)	4.4( 0.8)	5.9( 0.9)	6.6( 1.8)	24.5( 2.3)	13
57.0	INBOUND	800P-259A	7.6( 2.6)	3.8( 1.5)	4.9( 2.4)	5.0( 0.8)	21.5( 2.8)	15
60.0	OUTBOUND	ALL DAY	9.7( 2.5)	13.7( 2.9)	( )	( )	23.3( 4.9)	28
60.0	OUTBOUND	300-659A	7.7( 1.2)	13.7( 2.1)	( )	( )	20.8( 2.9)	4
60.0	OUTBOUND	700A-159P	10.1( 2.3)	13.4( 1.9)	( )	( )	23.6( 3.0)	7
60.0	OUTBOUND	200-359P	11.5( 1.2)	17.3( 2.5)	( )	( )	27.8( 3.3)	6
60.0	OUTBOUND	530-759P	11.2( 1.6)	14.2( 2.3)	( )	( )	25.3( 3.1)	6
60.0	OUTBOUND	800P-259A	6.6( 1.5)	7.3( 1.6)	( )	( )	15.8( 2.5)	5
60.0	INBOUND	ALL DAY	12.2( 2.7)	10.1( 2.4)	( )	( )	22.7( 3.9)	22
60.0	INBOUND	300-659A	13.2( 2.1)	7.2( 0.7)	( )	( )	23.0( 2.0)	2
60.0	INBOUND	700A-159A	13.0( )	11.0( )	( )	( )	24.0( )	1
60.0	INBOUND	700A-159P	13.2( 3.4)	10.7( 1.9)	( )	( )	23.8( 3.0)	6
60.0	INBOUND	200-359P	13.3( 2.1)	13.0( 2.4)	( )	( )	26.5( 3.7)	4
60.0	INBOUND	530-759P	12.0( 2.2)	3.3( 1.5)	( )	( )	20.3( 2.5)	4
60.0	INBOUND	800P-259A	7.4( 1.5)	3.4( 2.1)	( )	( )	18.5( 2.6)	5
60.1	OUTBOUND	ALL DAY	12.0( 1.5)	7.5( 1.8)	( )	( )	19.5( 2.7)	8
60.1	OUTBOUND	700-859A	11.3( 0.5)	5.7( 1.5)	( )	( )	18.0( 1.0)	3
60.1	OUTBOUND	200-359P	13.2( )	7.0( )	( )	( )	20.0( )	1
60.1	OUTBOUND	400-559P	12.3( 2.1)	4.5( 1.9)	( )	( )	20.8( 3.5)	4
60.1	INBOUND	ALL DAY	3.6( 1.5)	11.3( 5.5)	( )	( )	18.9( 7.0)	7
60.1	INBOUND	700-859A	5.0( 1.4)	21.5( 12.0)	( )	( )	26.5( 10.0)	2
60.1	INBOUND	800A-159P	3.0( )	12.0( )	( )	( )	15.0( )	1
60.1	INBOUND	400-559P	3.0( 1.4)	13.0( 1.5)	( )	( )	15.0( 2.5)	4

CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
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ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
60.4	OUTBOUND	ALL DAY	11.2( 2.6)	13.5( 1.7)	( )	( )	25.3( 3.4)	9
60.4	OUTBOUND	700-859A	10.0( 2.9)	12.0( 1.7)	( )	( )	23.0( 4.0)	4
60.4	OUTBOUND	400-559P	12.2( 2.2)	14.4( 0.9)	( )	( )	26.6( 2.5)	5
50.4	INBOUND	ALL DAY	12.9( 1.9)	14.9( 5.2)	( )	( )	27.8( 5.7)	12
60.4	INBOUND	700-859A	13.4( 2.3)	19.0( 5.5)	( )	( )	32.4( 5.9)	5
60.4	INBOUND	400-559P	12.5( 1.5)	12.0( 2.2)	( )	( )	24.6( 2.6)	7
63.0	OUTBOUND	ALL DAY	9.5( 2.3)	5.6( 1.2)	7.0( 1.9)	( )	22.0( 3.0)	31
63.0	OUTBOUND	300-659A	9.3( 2.1)	5.7( 1.2)	4.5( 0.7)	( )	19.5( 2.1)	3
63.0	OUTBOUND	700-359A	3.4( 0.9)	0.2( 1.5)	5.3( 0.8)	( )	21.3( 2.7)	5
63.0	OUTBOUND	400A-157P	10.2( 2.9)	5.0( 1.2)	7.2( 2.8)	( )	21.5( 2.7)	9
63.0	OUTBOUND	200-359P	9.3( 1.7)	3.3( 1.5)	7.5( 1.0)	( )	22.0( 1.4)	4
63.0	OUTBOUND	400-559P	10.5( 1.9)	5.9( 0.7)	3.3( 1.5)	( )	25.6( 1.8)	5
63.0	OUTBOUND	500-759P	10.3( 1.5)	7.7( 0.6)	6.7( 0.6)	( )	22.7( 0.6)	3
63.0	INBOUND	ALL DAY	5.5( 1.8)	5.3( 1.6)	10.8( 2.7)	( )	23.3( 4.3)	31
63.0	INBOUND	300-659A	5.0( 0.0)	4.5( 2.1)	9.5( 0.7)	( )	19.0( 2.8)	2
63.0	INBOUND	700-859A	6.4( 1.3)	7.0( 1.4)	12.0( 1.1)	( )	25.4( 2.5)	5
63.0	INBOUND	900A-155P	5.3( 2.3)	6.1( 1.2)	9.1( 1.4)	( )	22.0( 1.8)	8
63.0	INBOUND	200-359P	7.5( 1.3)	5.3( 0.6)	12.7( 1.5)	( )	26.5( 1.3)	4
63.0	INBOUND	400-559P	6.7( 2.3)	5.5( 2.1)	14.5( 3.1)	( )	27.8( 4.8)	6
63.0	INBOUND	500-759P	4.4( 0.5)	5.3( 1.0)	3.0( 1.6)	( )	17.0( 2.2)	4
63.0	INBOUND	600P-259A	8.0( . )	9.0( . )	10.0( . )	( )	25.0( . )	1
63.1	OUTBOUND	ALL DAY	4.3( 2.9)	7.3( 1.6)	7.5( 2.1)	( )	24.7( 3.8)	9
63.1	OUTBOUND	600-759P	15.0( . )	5.0( . )	11.0( . )	( )	31.0( . )	1
63.1	OUTBOUND	600P-259A	3.2( 1.1)	3.4( 1.9)	6.8( 1.3)	( )	23.4( 2.5)	5
63.1	INBOUND	ALL DAY	3.3( 2.9)	9.3( 1.6)	( )	( )	16.7( 2.3)	5
63.1	INBOUND	300P-259A	8.3( 2.9)	4.3( 1.8)	( )	( )	16.7( 2.3)	5

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ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
64.5	OUTBOUND	ALL DAY	11.9( 2.4)	11.0( 2.2)	( )	( )	22.9( 4.0)	33
64.5	OUTBOUND	300-659A	8.7( 2.9)	9.3( 0.6)	( )	( )	18.0( 3.5)	3
64.5	OUTBOUND	700-859A	11.0( 1.9)	9.4( 1.7)	( )	( )	20.8( 3.2)	6
64.5	OUTBOUND	900A-159P	12.8( 1.5)	10.4( 1.4)	( )	( )	23.0( 1.4)	8
64.5	OUTBOUND	200-359P	12.8( 1.6)	12.4( 2.4)	( )	( )	25.2( 4.0)	5
64.5	OUTBOUND	400-559P	13.2( 3.5)	13.0( 2.2)	( )	( )	26.2( 5.2)	6
64.5	OUTBOUND	600-759P	11.0( 1.7)	9.0( 1.4)	( )	( )	20.5( 0.7)	3
64.5	OUTBOUND	800P-259A	11.0( 0.0)	12.0( 1.4)	( )	( )	23.0( 1.4)	2
64.5	INBOUND	ALL DAY	10.7( 1.9)	10.5( 3.4)	( )	( )	20.9( 4.2)	32
64.5	INBOUND	300-659A	10.0( )	7.0( )	( )	( )	17.0( )	1
64.5	INBOUND	700-859A	11.0( 1.7)	11.8( 2.3)	( )	( )	22.8( 3.8)	6
64.5	INBOUND	900A-159P	9.2( 0.6)	10.1( 5.4)	( )	( )	13.1( 2.5)	8
64.5	INBOUND	200-359P	10.5( 1.5)	9.8( 0.5)	( )	( )	20.5( 1.0)	4
64.5	INBOUND	400-559P	12.8( 2.3)	12.7( 2.7)	( )	( )	25.5( 4.3)	6
64.5	INBOUND	600-759P	10.4( 1.7)	9.0( 1.8)	( )	( )	19.0( 3.4)	5
64.5	INBOUND	800P-259A	9.5( 0.7)	7.5( 0.7)	( )	( )	17.0( 1.4)	2
65.0	OUTBOUND	ALL DAY	11.8( 2.2)	9.4( 2.0)	7.8( 1.9)	( )	25.3( 4.4)	27
65.0	OUTBOUND	300-859A	11.0( 1.6)	9.2( 1.3)	6.6( 1.3)	( )	23.8( 2.2)	5
65.0	OUTBOUND	900A-159P	11.1( 2.3)	5.4( 1.6)	7.4( 1.9)	( )	23.1( 4.7)	11
65.0	OUTBOUND	200-359P	13.0( 1.8)	9.8( 2.9)	9.4( 1.9)	( )	28.4( 3.5)	5
65.0	OUTBOUND	400-529P	14.3( 2.1)	8.5( 1.7)	8.3( 1.2)	( )	29.7( 3.1)	4
65.0	OUTBOUND	530-759P	11.0( 0.0)	7.5( 0.7)	8.0( 2.8)	( )	26.5( 2.1)	2
65.0	INBOUND	ALL DAY	8.8( 3.0)	6.4( 1.6)	13.7( 4.2)	( )	28.8( 5.6)	26
65.0	INBOUND	300-659A	10.0( )	5.0( )	10.0( )	( )	25.0( )	1
65.0	INBOUND	700-859A	10.2( 2.4)	6.6( 2.1)	18.6( 6.1)	( )	35.4( 5.7)	5
65.0	INBOUND	900A-159P	9.0( 3.4)	6.4( 1.7)	13.3( 2.6)	( )	28.5( 4.7)	11
65.0	INBOUND	200-359P	7.7( 0.6)	6.7( 1.5)	11.3( 2.3)	( )	25.7( 1.2)	3
65.0	INBOUND	400-529P	7.0( 2.4)	6.8( 1.7)	12.3( 1.9)	( )	26.0( 5.0)	4
65.0	INBOUND	530-759P	8.5( 0.7)	6.0( 0.0)	12.0( 5.7)	( )	26.5( 6.4)	2

CENTRAL NORTH BUS  
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SUMMARY STATISTICS

ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
65.0	OUTBOUND	ALL DAY	10.9( 2.6)	12.8( 3.4)	( )	( )	23.7( 5.2)	72
65.0	OUTBOUND	300-659A	8.8( 1.7)	8.5( 1.0)	( )	( )	17.3( 2.6)	4
65.0	OUTBOUND	700-659A	11.2( 1.3)	11.8( 1.8)	( )	( )	23.0( 2.7)	12
65.0	OUTBOUND	900A-159P	10.6( 1.7)	14.0( 2.7)	( )	( )	24.4( 3.2)	19
65.0	OUTBOUND	200-359P	12.7( 2.3)	14.8( 2.6)	( )	( )	27.7( 3.9)	10
65.0	OUTBOUND	400-559P	13.2( 3.3)	14.3( 4.2)	( )	( )	27.5( 6.0)	10
65.0	OUTBOUND	600-759P	10.0( 2.8)	12.3( 4.3)	( )	( )	22.3( 3.9)	7
65.0	OUTBOUND	800P-259A	8.4( 1.9)	10.0( 2.9)	( )	( )	17.5( 5.0)	10
65.0	INBOUND	ALL DAY	14.5( 4.3)	14.1( 4.1)	( )	( )	28.8( 7.0)	71
65.0	INBOUND	300-659A	8.5( 0.8)	10.2( 1.6)	( )	( )	18.7( 2.3)	7
65.0	INBOUND	700-659A	13.3( 2.6)	14.9( 5.3)	( )	( )	28.2( 5.6)	11
65.0	INBOUND	900A-159P	19.2( 3.7)	15.1( 3.0)	( )	( )	31.4( 5.1)	18
65.0	INBOUND	200-359P	17.6( 2.1)	17.4( 3.4)	( )	( )	35.0( 3.4)	11
65.0	INBOUND	400-559P	13.4( 4.3)	15.1( 3.7)	( )	( )	33.6( 4.1)	9
65.0	INBOUND	500-759P	12.2( 2.5)	10.3( 3.8)	( )	( )	22.5( 3.2)	6
65.0	INBOUND	700P-259A	10.4( 1.6)	11.3( 2.8)	( )	( )	22.0( 4.2)	9
65.0	OUTBOUND	ALL DAY	8.4( 2.5)	5.1( 1.6)	( )	( )	14.5( 3.3)	54
65.0	OUTBOUND	300-659A	5.5( 0.7)	5.0( 1.4)	( )	( )	12.5( 2.1)	2
65.0	OUTBOUND	700-659A	9.3( 1.5)	5.3( 2.2)	( )	( )	15.7( 2.0)	5
65.0	OUTBOUND	900A-159P	4.0( 1.5)	5.5( 2.1)	( )	( )	15.5( 2.9)	13
65.0	OUTBOUND	200-359P	7.1( 1.8)	5.5( 3.8)	( )	( )	15.6( 2.2)	11
65.0	OUTBOUND	400-559P	12.1( 1.8)	5.5( 1.1)	( )	( )	19.0( 1.4)	6
65.0	OUTBOUND	500-759P	7.0( 1.2)	5.8( 1.3)	( )	( )	12.8( 2.4)	5
65.0	OUTBOUND	700P-259A	5.5( 1.1)	4.9( 0.9)	( )	( )	10.4( 1.7)	11
65.0	INBOUND	ALL DAY	5.1( 2.1)	3.4( 2.5)	( )	( )	14.2( 4.1)	57
65.0	INBOUND	300-659A	2.3( 1.2)	2.7( 0.6)	( )	( )	9.0( 1.7)	3
65.0	INBOUND	700-659A	4.7( 0.9)	10.0( 2.0)	( )	( )	14.7( 2.3)	6
65.0	INBOUND	900A-159P	4.0( 1.0)	9.8( 1.6)	( )	( )	13.3( 2.3)	11
65.0	INBOUND	200-359P	6.1( 1.6)	9.8( 2.5)	( )	( )	16.0( 3.0)	11
65.0	INBOUND	400-559P	7.2( 1.7)	9.8( 3.3)	( )	( )	17.4( 4.7)	6
65.0	INBOUND	500-759P	3.5( 0.3)	3.3( 2.9)	( )	( )	16.9( 6.3)	8
65.0	INBOUND	700P-259A	5.3( 2.1)	5.3( 1.7)	( )	( )	11.7( 2.7)	12

CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
SUMMARY STATISTICS

ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
70.0	OUTBOUND	ALL DAY	12.2( 6.2)	9.4( 2.9)	12.9( 2.7)	11.2( 3.3)	45.1( 7.8)	42
70.0	OUTBOUND	300-629A	8.4( 1.5)	6.2( 1.6)	12.0( 2.1)	7.0( 2.9)	33.5( 4.4)	5
70.0	OUTBOUND	630-859A	11.3( 3.6)	8.1( 2.8)	11.5( 1.4)	11.3( 4.2)	42.0( 4.0)	8
70.0	OUTBOUND	900A-159P	15.9(12.9)	12.2( 2.3)	13.4( 1.8)	11.4( 1.4)	47.8( 4.4)	8
70.0	OUTBOUND	200-359P	13.2( 4.0)	11.0( 3.7)	13.7( 3.8)	13.3( 3.2)	51.7( 8.0)	7
70.0	OUTBOUND	400-559P	12.8( 2.6)	10.0( 2.3)	15.6( 2.2)	13.8( 2.5)	53.2( 6.5)	5
70.0	OUTBOUND	600-759P	10.8( 1.5)	9.8( 0.5)	12.8( 1.0)	9.8( 3.5)	43.0( 5.0)	4
70.0	OUTBOUND	800P-259A	11.6( 4.2)	1.2( 1.3)	10.2( 1.6)	9.8( 0.4)	39.8( 3.9)	5
70.0	INBOUND	ALL DAY	9.6( 2.7)	12.6( 3.3)	8.6( 2.4)	11.3( 3.3)	41.9( 6.9)	45
70.0	INBOUND	300-629A	7.5( 2.1)	12.0( 2.8)	6.5( 2.1)	8.0( 1.4)	34.0( 4.2)	2
70.0	INBOUND	630-859A	10.8( 2.6)	13.5( 2.2)	7.2( 2.0)	12.0( 2.2)	43.9( 4.1)	9
70.0	INBOUND	900A-159P	10.0( 2.2)	12.3( 2.4)	8.0( 3.1)	10.7( 2.7)	41.2( 4.4)	9
70.0	INBOUND	200-359P	10.3( 3.7)	12.3( 1.9)	10.3( 2.3)	13.0( 2.4)	44.4( 5.2)	7
70.0	INBOUND	400-559P	9.3( 3.4)	15.3( 5.5)	9.3( 3.1)	15.0( 4.8)	50.6(10.3)	6
70.0	INBOUND	600-759P	7.9( 2.3)	11.1( 1.9)	8.6( 1.3)	8.9( 1.9)	36.1( 2.7)	8
70.0	INBOUND	800P-259A	9.0( 1.4)	1.5( 1.3)	9.5( 1.0)	9.5( 3.9)	38.3( 6.1)	4
70.2	OUTBOUND	ALL DAY	9.5( 1.9)	10.5( 1.6)	. ( . )	. ( . )	20.1( 2.9)	11
70.2	OUTBOUND	300-659A	8.0( . )	10.0( . )	. ( . )	. ( . )	18.0( . )	1
70.2	OUTBOUND	700-859A	8.3( 1.0)	13.3( 2.2)	. ( . )	. ( . )	18.5( 2.6)	4
70.2	OUTBOUND	1300-359P	10.0( 1.4)	10.0( 0.0)	. ( . )	. ( . )	20.0( 1.4)	2
70.2	OUTBOUND	400-629P	11.0( 1.8)	11.3( 1.5)	. ( . )	. ( . )	22.3( 3.1)	4
70.2	INBOUND	ALL DAY	8.6( 1.0)	13.7( 1.3)	. ( . )	. ( . )	19.5( 1.7)	10
70.2	INBOUND	300-659A	9.0( . )	9.0( . )	. ( . )	. ( . )	18.0( . )	1
70.2	INBOUND	700-859A	8.3( 0.5)	10.5( 1.3)	. ( . )	. ( . )	18.8( 1.7)	4
70.2	INBOUND	1300-359P	6.0( . )	11.0( . )	. ( . )	. ( . )	19.0( . )	1
70.2	INBOUND	400-629P	7.5( 1.4)	11.3( 1.3)	. ( . )	. ( . )	20.8( 1.5)	4

CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
SUMMARY STATISTICS

ROUTE	DIRECTION	TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
70.3	OUTBOUND	ALL DAY	17.0( . )	9.0( . )	. ( . )	. ( . )	26.0( . )	1
70.3	OUTBOUND	800P-259A	17.0( . )	9.0( . )	. ( . )	. ( . )	26.0( . )	1
83.1	OUTBOUND	ALL DAY	14.6( 3.0)	5.1( 2.4)	. ( . )	. ( . )	20.4( 4.5)	43
83.1	OUTBOUND	300-659A	11.3( 2.4)	4.8( 0.5)	. ( . )	. ( . )	16.5( 2.6)	4
83.1	OUTBOUND	700-929A	14.6( 2.7)	5.0( 1.4)	. ( . )	. ( . )	19.6( 3.0)	5
83.1	OUTBOUND	730A-159P	13.9( 2.7)	5.5( 1.4)	. ( . )	. ( . )	18.4( 2.8)	5
83.1	OUTBOUND	200-359P	15.3( 2.5)	5.6( 2.0)	. ( . )	. ( . )	21.9( 3.8)	9
83.1	OUTBOUND	400-559P	17.1( 3.2)	7.7( 3.7)	. ( . )	. ( . )	24.8( 4.0)	9
83.1	OUTBOUND	600-759P	13.5( 1.3)	7.3( 1.3)	. ( . )	. ( . )	21.3( 1.0)	4
83.1	OUTBOUND	800P-259A	11.0( 5.2)	4.4( 1.3)	. ( . )	. ( . )	16.0( 4.2)	5
83.1	INBOUND	ALL DAY	7.1( 3.2)	15.5( 2.9)	. ( . )	. ( . )	21.6( 5.1)	40
83.1	INBOUND	300-559A	4.0( 2.0)	13.7( 1.2)	. ( . )	. ( . )	18.7( 2.3)	3
83.1	INBOUND	700-929A	11.1( 3.0)	15.0( 1.2)	. ( . )	. ( . )	29.0( 3.5)	6
83.1	INBOUND	730A-159P	8.7( 1.0)	12.4( 2.1)	. ( . )	. ( . )	19.0( 3.3)	6
83.1	INBOUND	200-359P	4.3( 0.2)	15.0( 1.1)	. ( . )	. ( . )	23.3( 3.9)	6
83.1	INBOUND	400-559P	7.4( 2.3)	15.5( 3.1)	. ( . )	. ( . )	23.4( 2.2)	9
83.1	INBOUND	600-759P	7.4( 2.2)	14.0( 0.6)	. ( . )	. ( . )	22.0( 2.2)	5
83.1	INBOUND	800P-259A	4.2( 1.3)	10.2( 2.5)	. ( . )	. ( . )	14.4( 2.4)	5
85.0	OUTBOUND	ALL DAY	9.5( 2.9)	3.9( 1.3)	. ( . )	. ( . )	13.5( 3.4)	20
85.0	OUTBOUND	300-559A	5.5( 3.7)	3.0( 0.0)	. ( . )	. ( . )	9.5( 0.7)	2
85.0	OUTBOUND	700-929A	7.3( 0.6)	3.3( 1.2)	. ( . )	. ( . )	10.7( 1.5)	3
85.0	OUTBOUND	730A-159P	11.0( 2.6)	4.5( 1.3)	. ( . )	. ( . )	16.3( 2.3)	8
85.0	OUTBOUND	200-359P	7.3( 3.0)	5.0( . )	. ( . )	. ( . )	12.0( . )	3
85.0	OUTBOUND	400-559P	10.0( 2.5)	2.5( 0.7)	. ( . )	. ( . )	11.5( 2.1)	4
85.0	INBOUND	ALL DAY	4.3( 1.3)	8.9( 2.5)	. ( . )	. ( . )	13.6( 3.5)	20
85.0	INBOUND	300-559A	3.0( 1.0)	5.0( 1.4)	. ( . )	. ( . )	8.0( 1.4)	2
85.0	INBOUND	700-929A	4.5( 1.0)	4.9( 2.2)	. ( . )	. ( . )	13.3( 2.2)	4
85.0	INBOUND	730A-159P	5.0( 1.3)	10.6( 2.1)	. ( . )	. ( . )	16.1( 2.3)	7
85.0	INBOUND	200-359P	3.7( 1.3)	10.1( 3.5)	. ( . )	. ( . )	15.7( 4.0)	3
85.0	INBOUND	400-559P	4.0( 1.3)	7.0( 1.0)	. ( . )	. ( . )	11.0( 0.0)	4

CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
SUMMARY STATISTICS

ROUTE	DIRECTION	TIME PERIOD	RUNNING TIME - MEAN (STD)					NO. TRIPS
			POINT #1	POINT #2	POINT #3	POINT #4	TOTAL	
86.6	OUTBOUND	ALL DAY	13.4( 3.4)	5.1( 2.7)	5.9( 6.6)	( )	26.2( 5.0)	42
86.6	OUTBOUND	300-559A	11.0( 2.8)	0.0( 0.0)	5.0( 0.0)	( )	22.0( 2.8)	2
86.6	OUTBOUND	700-859A	14.5( 3.5)	3.1( 1.4)	5.1( 0.8)	( )	27.8( 3.6)	8
86.6	OUTBOUND	900A-159P	12.0( 3.4)	3.1( 1.6)	10.1(14.2)	( )	24.8( 3.8)	9
86.6	OUTBOUND	200-359P	15.0( 2.2)	7.5( 0.6)	4.8( 1.3)	( )	27.3( 2.6)	4
86.6	OUTBOUND	400-559P	10.3( 2.1)	10.4( 4.5)	5.6( 1.8)	( )	31.4( 5.4)	9
86.6	OUTBOUND	600-759P	12.2( 2.2)	9.4( 0.9)	4.8( 1.0)	( )	23.5( 2.4)	5
86.6	OUTBOUND	800P-259A	10.8( 3.9)	5.8( 1.1)	3.2( 0.4)	( )	20.8( 2.9)	5
86.6	INBOUND	ALL DAY	5.8( 1.8)	7.0( 2.2)	13.9( 3.4)	( )	27.6( 5.4)	37
86.6	INBOUND	300-659A	5.3( 1.5)	5.0( 0.9)	10.0( 0.0)	( )	21.3( 2.2)	4
86.6	INBOUND	700-359A	7.7( 1.5)	3.4( 2.6)	14.3( 3.5)	( )	30.4( 4.9)	7
86.6	INBOUND	900A-159P	7.1( 2.5)	5.7( 1.8)	16.0( 3.1)	( )	28.6( 3.9)	9
86.6	INBOUND	200-359P	5.7( 1.4)	7.2( 1.7)	15.0( 3.0)	( )	28.8( 2.4)	8
86.6	INBOUND	400-559P	7.7( 1.6)	5.7( 1.6)	15.7( 1.5)	( )	32.0( 2.8)	1
86.6	INBOUND	500-759P	2.0( )	5.0( )	14.0( )	( )	25.0( )	4
86.6	INBOUND	800P-259A	4.4( 0.5)	4.5( 1.0)	9.3( 0.5)	( )	18.8( 1.0)	4
91.0	OUTBOUND	ALL DAY	3.5( 2.5)	2.9( 2.2)	( )	( )	14.3( 3.0)	20
91.0	OUTBOUND	300-659A	7.5( 2.1)	5.5( 0.7)	( )	( )	13.0( 2.8)	2
91.0	OUTBOUND	700-859A	7.5( 2.4)	6.0( 2.6)	( )	( )	14.1( 2.2)	8
91.0	OUTBOUND	900A-159P	7.0( 2.2)	5.1( 1.4)	( )	( )	13.1( 2.4)	18
91.0	OUTBOUND	200-429P	9.7( 3.0)	7.2( 2.7)	( )	( )	17.1( 3.8)	13
91.0	OUTBOUND	430-559P	10.2( 1.0)	5.7( 1.5)	( )	( )	15.8( 2.4)	6
91.0	OUTBOUND	600-759P	6.0( 2.5)	5.7( 2.9)	( )	( )	10.6( 5.4)	5
91.0	OUTBOUND	800P-259A	9.0( 1.2)	4.5( 1.7)	( )	( )	13.5( 1.3)	4
91.0	INBOUND	ALL DAY	5.0( 1.5)	10.0( 2.7)	( )	( )	10.7( 3.3)	25
91.0	INBOUND	300-659A	5.5( 0.7)	3.0( 1.4)	( )	( )	13.5( 2.1)	2
91.0	INBOUND	700-359A	7.0( 1.8)	10.7( 1.3)	( )	( )	17.4( 2.3)	3
91.0	INBOUND	900A-159P	5.5( 1.4)	10.3( 2.1)	( )	( )	17.3( 2.6)	19
91.0	INBOUND	200-429P	5.4( 1.5)	12.3( 3.7)	( )	( )	18.5( 3.5)	12
91.0	INBOUND	430-559P	5.0( 1.3)	10.0( 2.9)	( )	( )	15.3( 3.8)	3
91.0	INBOUND	600-759P	4.5( 1.7)	4.4( 1.5)	( )	( )	13.3( 3.0)	4

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CENTRAL NORTH BUS  
WEEKDAY VEHICLE-TRIP TIME BY TIME PERIOD  
SUMMARY STATISTICS

ROUTE DIRECTION TIME PERIOD	-----RUNNING TIME - MEAN (STD)-----				NO. TRIPS
	POINT #1	POINT #2	POINT #3	POINT #4	TOTAL
91.0 INBOUND 800P-259A	4.6( 0.9)	8.6( 1.3)	. ( . )	. ( . )	13.2( 2.0)
					5



